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英港香

六月八日

SATURDAY, AUGUST 6, 1927. 日九初月七

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THE DRAGON MOTOR CAR CO., LTD.
Telephone Central 1248 or 1247.
53, Wong Nai Chung Road. Happy Valley.

TARIFF AUTONOMY THREAT.

JAPANESE ARE TO TAKE COUNTER MEASURES.

YANGTSZE "REDS" ACTIVE.

The threat to introduce tariff autonomy on September 1, announced by the Nanking Government, is receiving special consideration by Japan, though there is at present no desire to indicate what counter-measures the Japanese Government contemplates.

There is continued activity on the Yangtsze, and at Nanchang it appears that the "Reds" are now in command. Elsewhere there are signs of tension.

Shanghai, Aug. 5. town and are now holding it. Naval Wireless.

Mr. Yoshizawa, the Japanese Minister to Peking, interviewed, said, "If the Nanking Government enforces tariff autonomy on September 1, Japan will have to devise adequate counter-measures, but I cannot positively state in what form Japan will disapprove of the action of the Nationalist Government.

The Japanese Government is adopting a policy of co-operating as far as possible with the other Powers."

From Tokyo it is learned that the Government intends abolishing the taxes on luxuries, and the Finance Department is investigating the matter.—Reuter.

YANGCHOW UNREST.

Gen. Sun's Propaganda.

Soochow, August 5. Gen. Sun Chung-fang's agents are active in Yangchow.

There is an atmosphere of uneasiness in the native city.—Naval Wireless.

HSUCHOWFU HELD.

Nationalists Consolidated.

Shanghai, August 5. Telegraph communication with Hsuchowfu has been established, and it is confirmed that the kiang have left by rail and towage. Nationalists have captured the

MYSTERY OF C. N. C. NEGOTIATIONS.

NOT PROCEEDING QUITE AS SMOOTHLY.

CONSPIRACY OF SILENCE.

The Telegraph understands that negotiations between the two parties concerned in the C.N.C. strike, are still proceeding in Shanghai and that they have reached the committee stage," points raised during the preliminary conversations now being discussed.

It is further understood, however, that the negotiations are not proceeding as smoothly as they were earlier in the week when parleys were first started.

It would appear from this that the discussions on detail are resulting in the raising of barriers against an easy settlement, but it is, of course, a hopeful sign that negotiations are still proceeding. The causes of this latest development in the parleys have not been disclosed.

Upon inquiry this morning no confirmation or denial was forthcoming of the rumour that a cable had been received from Shanghai stating that a proposal for the setting up of a conciliation board had found favour, and that in this event the officers would be received back in the Company's employ on new agreements.

A representative of the Company was asked if he could confirm or deny the rumour and replied that, following the policy adopted by the Company at the beginning of the strike, he could say nothing. It was pointed out that in the absence of news from official quarters publicly was being given to rumours, the reply being that this could not be helped.

The Secretary of the Guilds confirmed the fact that negotiations were still proceeding, adding that there was no further news.

GERMANS TO FLY THE ATLANTIC.

A SUCCESSFUL DURATION TEST.

TO START IN A FEW DAYS.

Berlin, Aug. 5.

Hurried preparations are being made in Berlin, Dusseldorf and Treves-mund for the carrying out of a trans-Atlantic flight.

The most promising experiment was completed at Dusseldorf with a Junker plane piloted by H. F. L. Woodward, R.A.F., which remained in the air for 52 hrs. 11 mins. 8 secs., beating Chamberlin's duration record of 51 hrs.

The Junker firm now hope to start the flight about the middle of this month.—Reuter.

HANKOW OFFICIALS.

Mr. Song Comes Back.

Hankow, Aug. 5.

Mr. T. V. Soong has returned to Hankow from Kukiang.

Chang has been released, and appointed Vice-Minister of Finance.—Naval Wireless.

NANCHANG "REDS."

Armed Clash Imminent.

Kukiang, Aug. 5.

There are indications here that the Communist party at Nanchang has now gained the upper hand.

The 4th, 6th and 11th armies have divided into two parts, and a clash between the two is considered not unlikely.

Troops are still arriving here from up the river, there being a very large concentration.

The Chinese, apparently fearing trouble between the now rival armies, are bringing valuables to British firms for them to be kept in safe custody.—Naval Wireless.

TROOPS CROSS RIVER.

Chinkiang Activity.

Chinkiang, Aug. 5.

Large numbers of troops crossed from the north bank yesterday.

The majority of those in Chin-

hong have left by rail and towage.

Nationalists have captured the

—Naval Wireless.

INTERNATIONAL LABOUR.

QUESTION OF RUSSIAN PARTICIPATION.

Paris, Aug. 5.

The Russian issue has indirectly caused the resignation of M. Oudegeest, Secretary General of the International Federation of Trade Unions, following an accusation that M. Oudegeest wrote to M. Jouhaux suggesting that, as Russians were anxious to join the international trade unions movement, it was time to counter-attack.

M. Oudegeest denied the allegation, but resigned because he felt that he no longer enjoyed the unanimous confidence of the delegates.

Sacco-Vanzetti Concern.

The conference approved a suggestion emanating from M. Jouhaux that towns the world over be asked to demonstrate on August 7 as a protest against the decision to execute Sacco and Vanzetti.—Reuter.

COCKTAILS.

TO-NIGHT'S REVUE AT THE STAR.

Fresh from a successful season in Singapore, where it had the honour of playing before Sir Hugh Clifford and Lady Clifford on the opening night, Mr. Charles Chamber's new Our Cabaret company of ten London artists begins its Kowloon season in the Star Theatre at 9.30 to-night with "Cocktails," a cheery revue offering clever dancing, catchy songs and delightful comedy. The success in Singapore is not hard to understand, for as a local paper put it, while revue companies are generally good in places, this one is good all through.

Certainly there is not a dull moment in the programme, and Hongkong theatre-goers, judging from Straits reports, can look for Our Cabaret with every confidence.

"Cocktails" will be presented again to-morrow night, and there will be a complete change of programme on Monday night, when the new piece will be another very jolly revue called "Snappy."

LEO PODOLSKY.

MME MIROVA'S DANCING.

Booking is now proceeding for the concert to be given in the Queen's Theatre on Monday night at 9.30 by M. Leo Podolsky, famous pianist, and Mme. Vera Mirova, premiere danseuse. M. Podolsky's ability is already well known in Hongkong, his previous visits to the Colony being still remembered with pleasure.

According to the best critics, M.

Podolsky is a pianist of brains,

imagination and technique. He has an expressive lyricism which charms the ear, and which depends upon subtlety of rhythm, touch and tempo to make his music agreeable to the fancy and to the judgment, at least.

Mme. Vera Mirova, with her

beautiful dancing, provides more

than one pleasant interlude in the musical programme, and an excellent evening's entertainment is therefore assured.

For offering a bribe of £5 to Chief-Inspector Chamberlain, George Lewis, bookmaker, Oxford-gardens, North Kensington, was fined £50 at West London Police Court.

PIRATE OUTRAGES.

WUCHOW RIVER BOATS FIRED UPON.

FIVE PASSENGERS KILLED.

Several of the Hongkong-Wuchow river boats which have arrived within the last few days from Wuchow have been subjected to shooting by pirates when in the vicinity of Taipingsai, off the West Maling district, a notorious rendezvous of pirates, states, the vernacular press.

Two months ago, most of the Hongkong-Wuchow river boats received letters from the pirates in West Maling threatening them and demanding tribute from each of the Wuchow vessels. This demand was not complied with by the managements of the shipping companies who, instead, reported the case to the Chinese authorities in the districts where the pirates were frequently seen. It is believed that one of the pirates was also wounded, but they all succeeded in making their escape.

According to a report sent from the Ta Koo Ling station, the police patrol arrived at Chung Un Ha at 1.45 in the morning, just as 20 men were attempting to commit an armed robbery at houses Nos. 3 and 4 at that village.

Three of the robbers opened fire on the Police who returned the shots. A bullet struck Indian police constable B. 210 in the right foot, while one of the robbers was heard to shout out that he had been wounded.

The men succeeded in getting away in the dark going in the direction of Chinese territory. Nothing was stolen.

WEEK-END WEATHER.

The Approach of a Typhoon.

London, Aug. 5.

The s.s. Tindring, a Canton-Wuchow river-boat, is owned by

According to the latest telegrams received here by the American Consulate General from the Kukiang Observatory, the typhoon was this morning in about 123 Long. E. and 20 Lat. N., moving north-west.

This position is east of the Balintang Channel, and if the typhoon maintains its direction it will pass somewhere to the north of Hongkong and up the Formosa Channel.

The Royal Observatory's forecast up till noon to-morrow is:

Formosa Channel: Light, variable winds at first, cyclonic gales later.

Hongkong to Lamock: Light south-west winds veering to north-west and freshening considerably. Fair at first, overcast with rain later.

Hongkong to Gap Rock: Light variable winds, freshening from the north-west later.

With its beautiful Italian renaissance architecture, the mansion would, it is suggested, be eminently suitable as an art exhibition.—British Wireless.

London, Aug. 5.

A movement is afoot to acquire

Dorchester House, the well-known

mansion in the west end of Lon-

don, with the object of establish-

ing a Shakespeare Memorial

The scheme was started some

months ago by the Shakespeare

Memorial Committee, which has

already received guarantees for

£200,000. A further £100,000

is required.

It is proposed that Dorchester

House should not only provide

a theatre where the plays of Shake-

speare and other great British

dramatists can be given, but also

that it should become a literary

and artistic centre for the Eng-

lish.

London, Aug. 5.

The Cotton Yarn Association

has announced a scheme of trans-

ferable quotas which will be

operated between spinners of

American cotton, under which one

firm may purchase quotas from

another firm which is unable to

run the prescribed quota.

The scheme aims to obviate the

curtailment policy operating un-

fairly against concerns which have

booked well ahead.—Reuter.

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London, Aug. 5.

The Cotton Yarn Association

Sincere's SALE

NOW CLOSING

Further reductions on surplus stock which must be cleared to make room for the coming season's goods.

SALE TERMINATES ON
August 7th.

Roof Garden "Double Seven" Day
Exhibition ends simultaneously

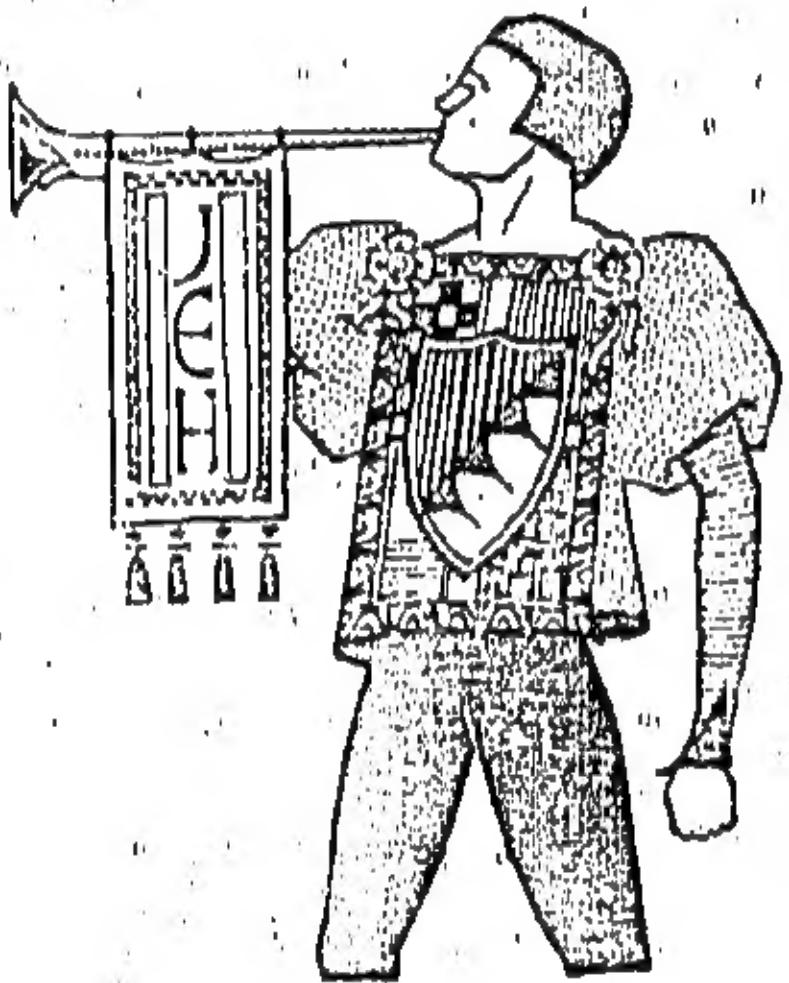
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AND CASES A SPECIALTY

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MRS. SEKAI
MASSAGE
2nd Floor
Duddell 2, Street, Hongkong.

By Small

OBITUARY.

THE LATE COMMANDER WAKEFIELD.

We regret to record the death of Commander W. E. Wakefield, who was killed by rubber smugglers whilst on patrol duty in command of the Malayan Customs vessel *Lalat*, of Singapore, says the *Nautical Magazine*. For some years rubber smuggling on the coast has been in progress, and all kinds of measures have been resorted to by the law-breakers—who are nothing short of pirates—for there is much to be gained by these people in the traffic and consequently they run great risks. There have been exciting times on the coast between smugglers and the patrol vessels, but none quite so fierce as that which befell the *Lalat*; it is usually the patrol ship that holds the whip-hand.

Commander Wakefield served his apprenticeship in the barque *Carmoney* and also in the *Birkdale* of Liverpool. On his first voyage in the *Carmoney* his ship was sunk by a German submarine and it was reported that the commander of the submarine had formerly served as first mate of the *Carmoney*; that fact, however, did not deter him from sinking his old ship and casting the crew adrift for three days in open boats in the Atlantic. Commander Wakefield, who was only 27 years of age, after leaving sail served in the Blue Funnel Line and when at Singapore the position in the Customs service was offered him and he accepted the appointment. He passed for first mate and master whilst in the Service at Singapore, and had been twelve months in command of the patrol ship when he met death through being shot down by Malay rubber pirates.

SACCO-VANZETTI.

PROTECTION OF PUBLIC BUILDINGS.

Boston, August 5. Neither Sacco nor Vanzetti showed dismay when informed of the Governor's decision. One of their counsel characterised Governor Fuller's decision as "frightful in its close-mindedness." Further steps will be taken to guard public personages and buildings against dynamiters.

Advices from Washington report that similar steps have been taken there to protect high officials, including Mr. Kellogg, and it is also reported from New York that measures have been put in force there to protect valuable public buildings.

The condemned men's counsel have withdrawn from the case. A new attorney will present their defence before the United States district court at Massachusetts.

Reuter's American Service.

INDIAN RIOTS.

THIRTEEN KILLED IN RELIGIOUS DISPUTE.

Simla, Aug. 5. It is officially announced that 13 were killed and 80 wounded in serious communal riots in Bettiah, Biharorisha province on the 2nd inst. due to the obstruction of a Hindu procession. Order has been restored.—*Reuter's American Service.*

HOLLAND'S QUEEN.
VISITING OSLO ON HOLIDAY
TOUR.

Oslo, Aug. 5. The Queen of Holland and Princess Juliana have arrived on their holidaying tour incognito.—*Reuter's American Service.*

NON-STOP FLIGHT.
FROM EUROPE TO
PHILADELPHIA.

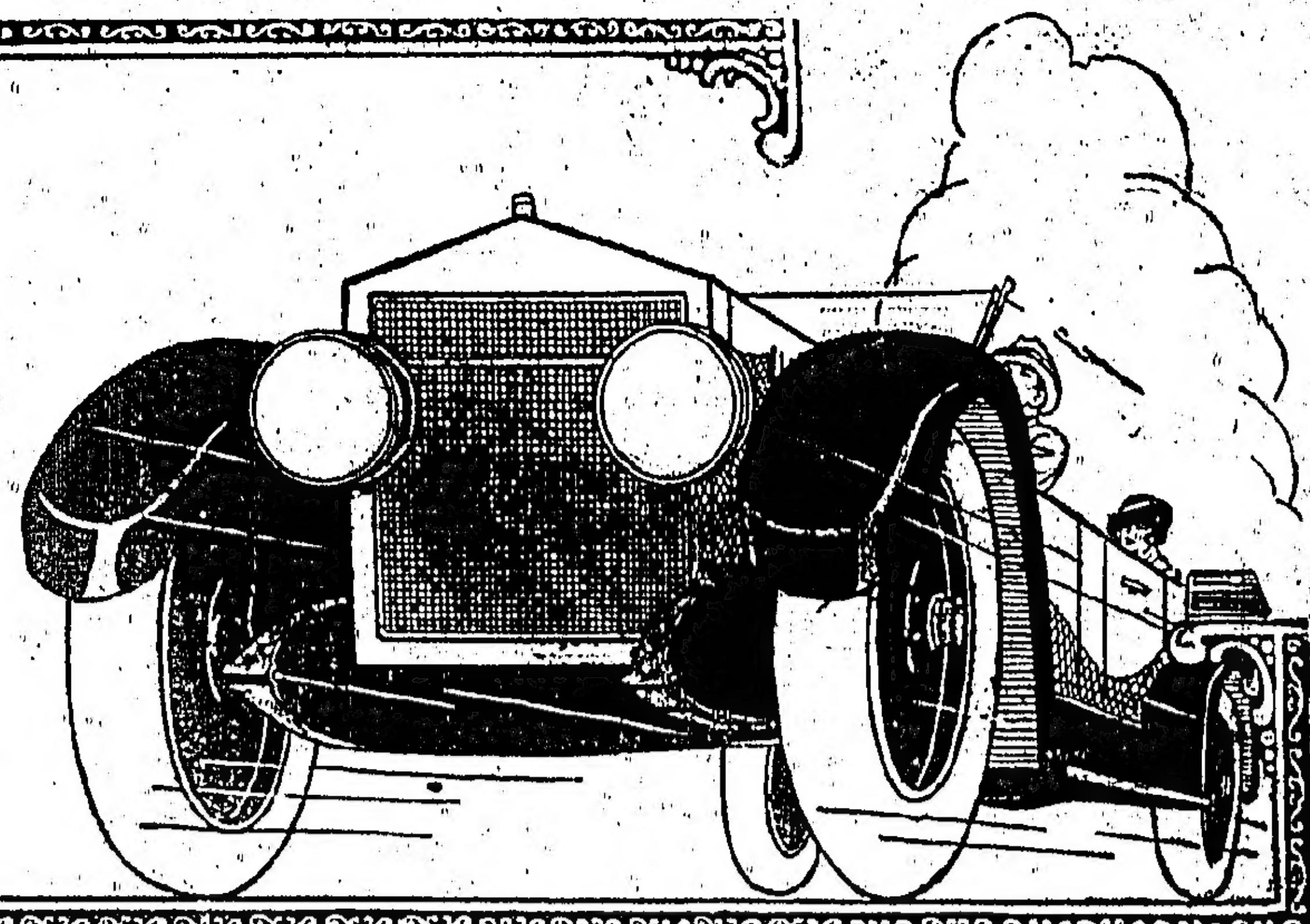
Philadelphia, August 5. The *Philadelphia Bulletin* offers \$25,000 for the first non-stop flight from any European capital to Philadelphia within a year.—*Reuter's American Service.*

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.

SATURDAY, 8th AUGUST, 1927.

Being The Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION.



CURRENT COMMENT

Willful Damage.

It would appear that a deliberate attempt to puncture the tyres on motor vehicles was made recently, when a nail, which was held upright by a length of wire, was picked up in the Central district. The wire was twisted into the form of a long loop, on one end of which the nail was fixed so that when the loop was laid flat on the ground the nail was held in an upright position. This device has found its way to the Traffic Office and it is difficult to see for what other purpose it could have been fashioned except for the purpose of puncturing tyres. Should other similar devices be found on the roads they should be reported so that steps to catch the offenders can be taken if there is any repetition of this nuisance.

A Gasolene Danger.

A recent mishap at Home, when gasolene issuing from a roadside pump was ignited by a cigarette which was being smoked at the time by the driver of a motor cycle while filling up, calls attention to a very real danger, which is probably not greatly appreciated by motorists generally, and it would perhaps not be out of place to sound a warning to motorists not to smoke or allow fire of any kind and however insignificant to be close to an open tank or pump.

In the case cited the cigarette ignited the gasolene and the motorist was so badly injured that he had to be treated at a local hospital. Further his motor cycle was destroyed. It is not uncommon in both Hongkong and Kowloon to see drivers indulging in this risky practice, and although in most cases it is done unthinkingly, a serious flare up is likely to happen.

Barker Road.

We understand that provisions are being made which will allow motor traffic to use Barker Road in the future. At the present time, doctors' cars and motor ambulances are permitted to proceed as far as the Victoria

Hospital, a necessary exception to the existing "No Motor Traffic" regulation. Before the road is opened to general traffic, it will be necessary to widen certain parts of it, and part of the work has already commenced. When completed, the scheme will doubtless be greatly appreciated by motorists who desire to proceed either to the hospital, or to houses situated in the vicinity.

Obstructions.

We would like to again refer to the obstruction caused by trees in Queen's Road East between Murray Road and Arsenal Street. It should be taken into account that probably more vehicles travel on this route than on any other thoroughfare in the Colony. Although trees may impart a restful and artistic effect, they should surely not be permitted to stand well out on to the roadway, especially when it happens to be a particularly busy one. During the last few months, several districts have received attention in this respect, and we trust that the locality mentioned above will be dealt with in the near future.

A Dremm.

Our comment last week, on the benefits to be derived from a through motor road to Canton, has, as we almost expected, been received in some quarters as an altogether too idealistic suggestion. We must confess that the present time would not appear opportune for the investigation of such a project, but that immediate circumstances should be against progress, which in every way is desirable, both to Hongkong and Canton, should not cause the suggestion to be dubbed as fantastic. The interesting photographs published elsewhere in this issue of the latest Bristol to London Motor Bus service might well have a local interest in the future, and the mental picture of such a service running between this Colony and Canton, is, to say the least of it, attractive, in that it portrays an era of prosperity and friendliness which is so desired.

"GENERAL MOTORS."

New Agents Appointed.

An interesting announcement is made elsewhere in this issue in connexion with the Hongkong representation of three famous motor vehicles, namely, Buick and Oldsmobile cars, and G.M.C. trucks. These are three of the most important products of the General Motors Corporation, and they are now represented by The Dragon Motor Car Company, Ltd. This arrangement became effective on August 1st.

We are informed that the present 6-cylinder Oldsmobile is an entirely new type, embodying many excellent features, one of the most popular of which is the European type rigid side curtains. This particular curtain arrangement is entirely independent of the top, and the model now en route will be so equipped. The Oldsmobile, by the way, is a car which should meet with wide favour in Hongkong, possessing an extremely attractive appearance, a smooth and powerful engine, while it is notable for the comfort and finish of the body work.

Of the Buick, there is really little to say, so well-known is this car in Hongkong. It may be mentioned, however, that the 1928 model was put into production by the Company on August 1st, and although there is naturally a heavy demand, twenty-four of the new models have been reserved for Hongkong. This does not mean that they will all be shipped at once, but a definite promise has been made to the Dragon Car Company that the first shipment will be made within the first ten days of this month. They may therefore be expected here during the month of September, and it is expected that there will be a big demand for the first lot to arrive.

Regarding the G.M.C. truck, this vehicle has been acclaimed as the "most modern of trucks" and judging from the huge sales in other parts of the world, the claim certainly appears to be justified. Both one and two-ton models are made in a variety of different wheel-base lengths, and they are powered by the famous Buick valve-in-head motor. For the heavy work required of commercial vehicles in this Colony, the G.M.C. trucks are especially suitable, and with the service of the Dragon Company at the back of them (which remark also applies to the above mentioned cars) buyers should not require a great deal of persuasion.

SPEED LIMITS.

Europe's Variations.

London, July 3.—While England is considering either increasing the speed limit of auto traffic, or abolishing it altogether, traffic experts are looking over the wide range of speed regulations in various parts of Europe.

This runs the gamut from the low limit of three miles an hour in congested parts of Bulgaria to no limit at all in northern Ireland.

The average speed limit runs around 25 miles an hour in open country, but for city driving it ranges from four to 15 miles. Traffic, however, especially in cities like Paris, Berlin, Vienna and Brussels, shows that the police officials are rather lax in enforcing the laws.

Finland has a limit of 28 miles an hour on the best roads by day, but at night this limit is cut down to 12½ miles an hour.

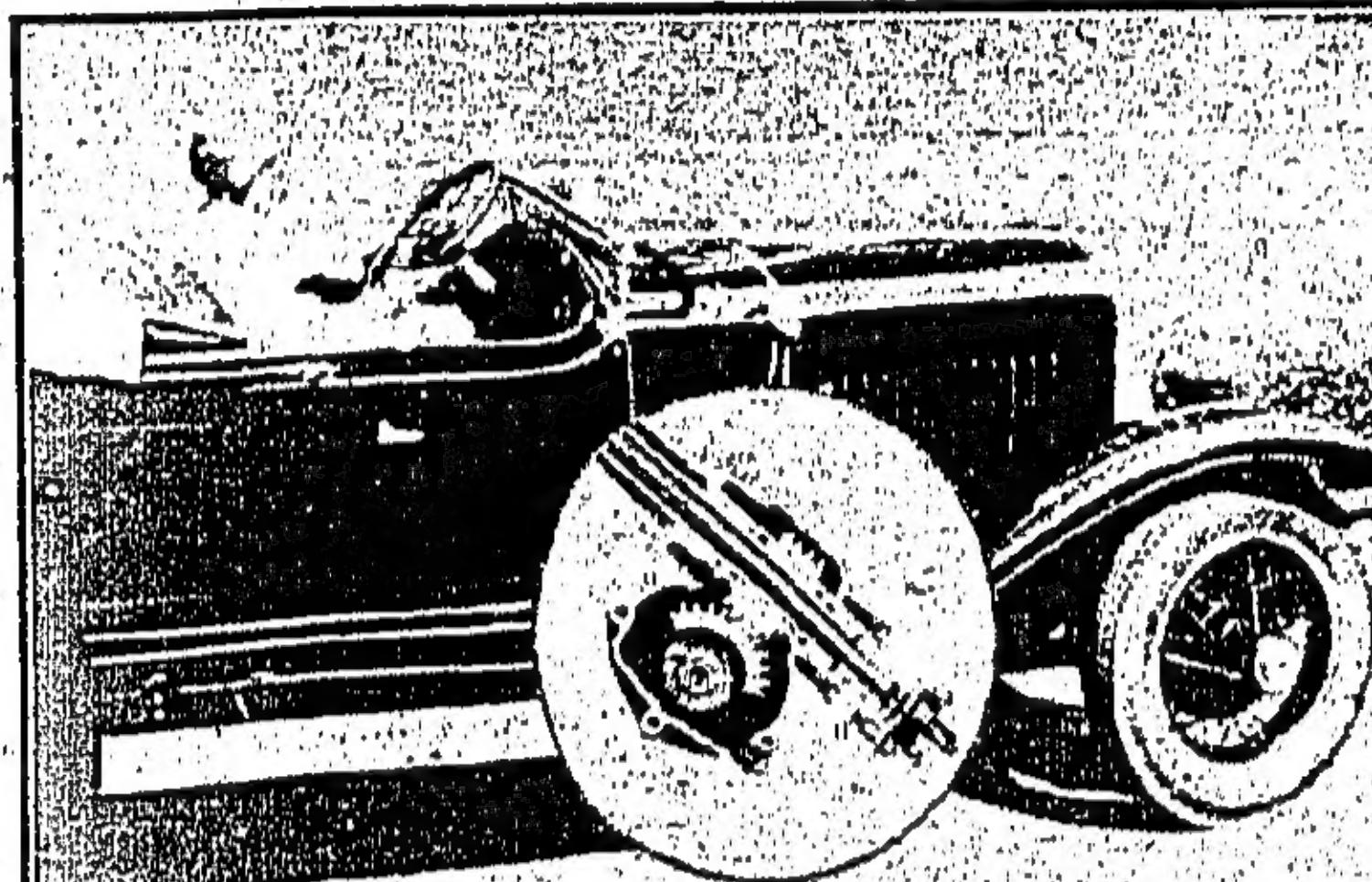
Bulgaria has gone even farther. Drivers are forbidden to smoke or speak while driving through towns or other congested districts where the speed limit is from three to eight and a half miles an hour.

THE DEFINITION.

"What is ostentation, father?" "Ostentation, my boy, is what makes a man try to lean back in a baby Austin."

STEERING EASE.

The LaSalle System.



"But does the car steer easily?" is almost the first question a woman asks when purchasing her automobile.

Startling engineering changes in motor car design of recent years have not been so pronounced as refinement of the existing mechanism that makes the modern car such a preeminently comfortable means of transportation today.

Steering mechanism is but one of the problems upon which the country's best engineering brains have concentrated and the question was made more difficult by the introduction of the balloon tire which caused heavy steering.

But research has solved the problem with the result that the large high-powered automobile of today has created a new market among womenfolk, who previously were unable to handle such cars. The matter of steering was given particular attention in designing the LaSalle, the companion car to Cadillac.

With a steering ratio of 17 to 1, the LaSalle employs a worm and sector type steering gear in which the thrust of the worm is taken on ball bearings, meticulous care being employed in its manufacture, so that an accurate fit of all parts throughout the steering gear is assured.

This is one of the best types for eliminating friction loss and

the reduction, while resulting in remarkably easy steering, does not require excessive motion of the hands and arms to control the wheel.

Another contributing factor to the LaSalle's ease of steering is the angle of the front wheel spindle-boats, which gives the absolutely correct caster and camber.

Set at an angle that permits of the most convenient position for effective driving, the steering column is surmounted by a rubber composition wheel, eighteen inches in diameter, having a narrow gauge rim which is a distinct departure from the wide gauge rims in general use.

Besides lending an attractive note to the car interior, this narrow rim enables women drivers to grasp the wheel easily and lightly, while the fact that the wheel has a large diameter gives a wide leverage.

LaSalle's ease of steering is especially appreciated in city use, where the tremendous congestion of traffic results in much mental and physical strain unless a car can be easily handled.

In the opinion of Ernest W. Seeholm, chief engineer of the Cadillac Motor Car Company, the ease with which the LaSalle can be handled is one of the chief reasons for the high percentage of LaSalle sales to women.

THE CUNNING PROSPECT.

He stopped in the street.
And he said to himself,
In a voice that was loud—
"Well, I've gathered some gold."
"But which will I buy?"
"For I will buy a car."
And he added a sigh:
"Oh, how many there are!"

He spoke in a crowd:
A crowd that was thick—
In a voice that was loud:
"I've got a car, a click!
For everyone there!
Had a brother or friend
Or uncle or papa
Who sold cars. A Godsend!
To his office he strolled
At an equable pace,
And behind him there rolled
(As he said to me,
The prompt) the mud.

Who mocked him as prey—
And, had on the job,
With his name rushed away.
So, soon there were miles
Of cars at his door,
And customers, with smiles,
Encumbered the floor.
Admitting he might

If pleased buy a bus,
This schemer was quite,
Unperturbed by the fuss.
And then there began
An unending joy-ride,
All the time he was
For he couldn't decide
He'd go for a spin
Each night and week-end:
But no one could win,
For he wouldn't unbend.

If tried on the flat
He'd sight for a hill—
The schemer at the
With consummate skill
He'd lend them a ride;
They'd take him to dine;
But he'd never yield
A pen on the line.

The years went and came
And found him unsold;
He kept up the game,
And when he was old,
Still skilfully played—
Attended by nurses.
He only once paid;
That was—for his horse.

(Sydney Sun.)

SEVENTY-FIVE—AND THEN SOME.

The owner of a newly acquired and powerful car of foreign make was demonstrating its capabilities to a friend. As they sped up a main road, the friend glanced at the instruments and remarked—"Your speedometer must be a bit fast, surely we are not doing seventy-five?"

"My dear fellow," replied the owner, "the makers tell me the speedometer is absolutely accurate—and just as he uttered the last syllable an Austin 'Seven' booted and flushed past them. This is true.—Motor.

MOTOR TALK.

Confusion in Terms.

If, while in England, you ask a garage man to lift your hood, don't be surprised if he takes your top down instead.

Or, if he asks you how your bonnet happened to get so muddy, don't make the mistake of doffing your hat and inspecting it.

The confusion lies in the difference in motor expressions between England and America. "Hood," in England, is termed "top" in America, and the word "bonnet" takes the place of "hood."

So it is with other words: Strangler for choke, saloon for sedan, screen for windshield, accumulator for storage battery and so on.

GOOD NEWS

WE HAVE PLEASURE IN ANNOUNCING THAT THE 1928 HARLEY-DAVIDSON MOTOR CYCLES ARE DUE HERE ON SEPTEMBER 20th, SO WHY GET A 1927 MODEL WHEN YOU CAN SECURE A 1928 MACHINE NEXT MONTH?

Many Improvements.

For further details telephone K. 1242.

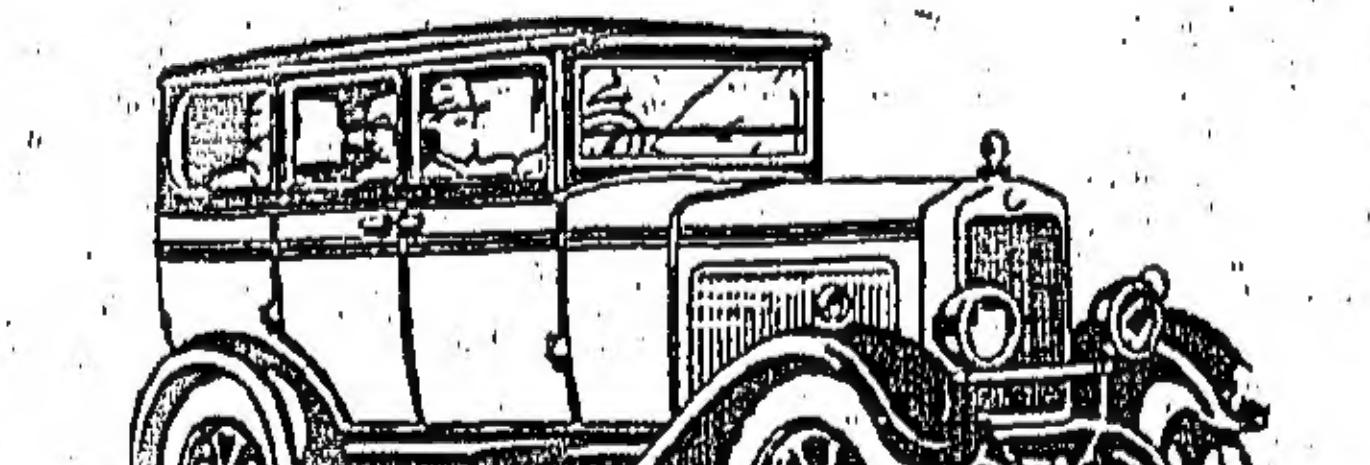
THE GASCON MOTOR CO.,

2, Kwong Wah Road (Opposite The Steam Laundry)

Telephone K.1242.

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YOU bought a Morris motorcar because it fits your requirements perfectly. Mobiloil because it fits your Morris exactly. Mobiloil for Morris engines is officially approved by Morris Motors, Ltd.

Follow the recommendations in the Mobiloil Chart. Use Mobiloil "A" in all 11.9 h.p. and 14.28 h.p. models. For all 15.9 h.p. models use Mobiloil "BB". Mobiloil "C" should be used for the gearbox and rear axle of all models.

Mobiloil

Make the road your guide

VACUUM OIL CO.

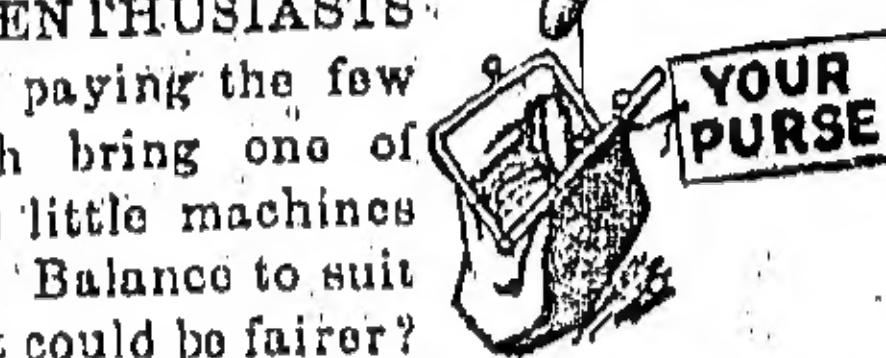
WHEN YOU BUY AN
AUSTIN SEVEN

IT IS
LIKE
PUTTING
MONEY
BACK IN
YOUR PURSE!

You save in initial outlay, in
upkeep, in garage expenses,
in fact, in everything!

You gain in service, in care-
free running, and in the
knowledge that the Austin
always gets you there for the
least possible expenditure on
fuel and oil.

JOIN THE RANKS OF
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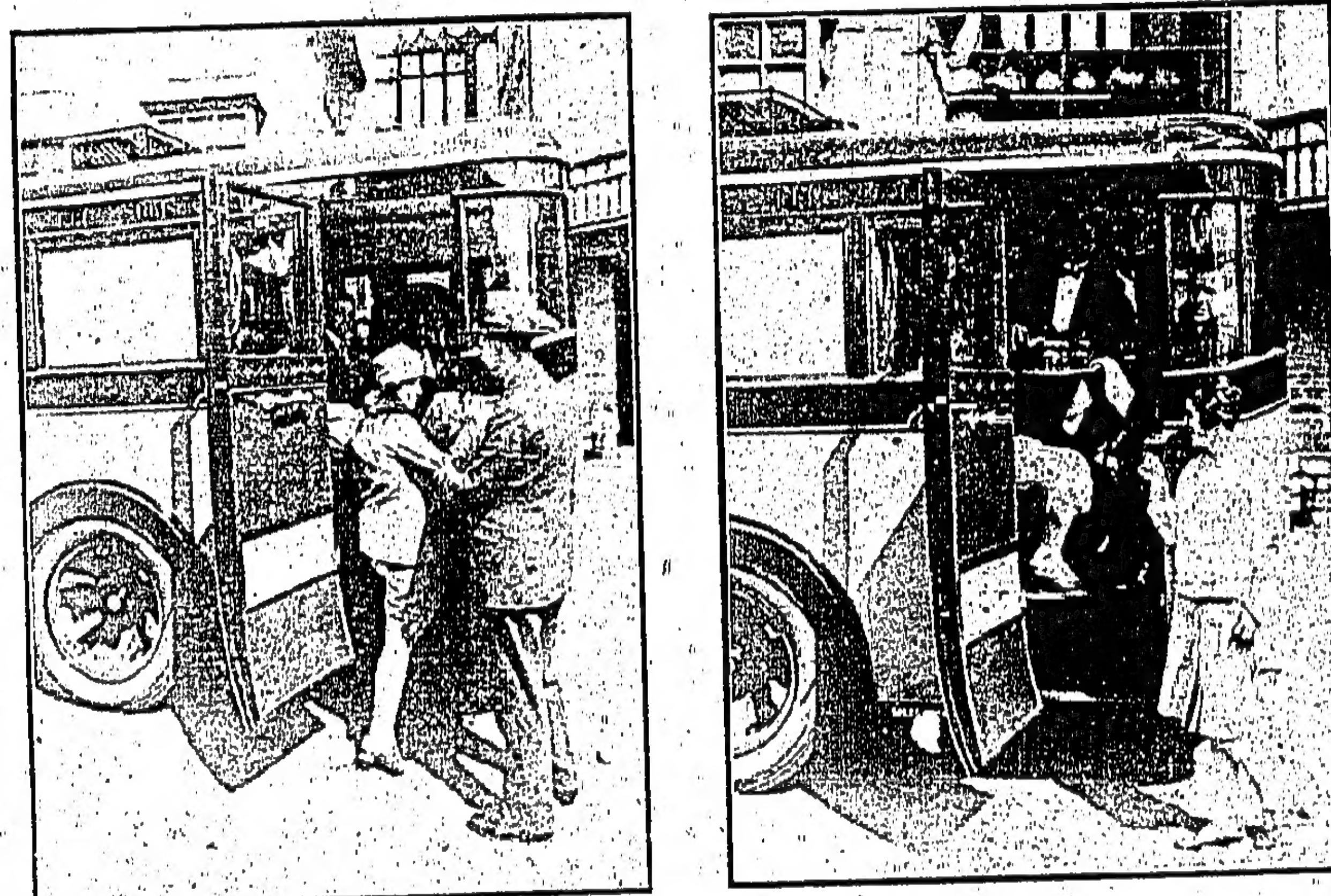
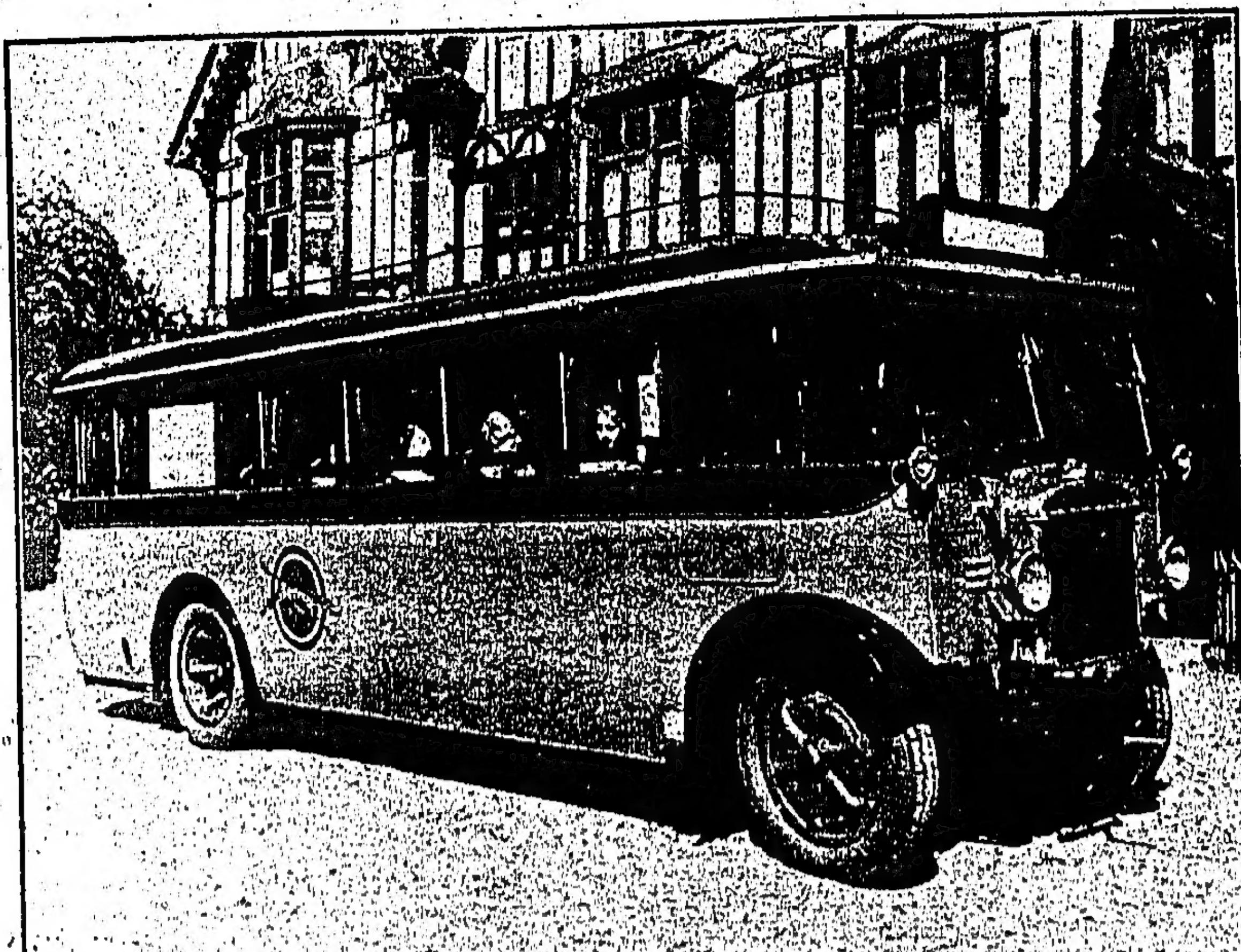
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LUXURIOUS SALOON BUSES IN ENGLAND.

New Coaches for Bristol-London Service.
(Special Report to the Hongkong Telegraph.)



Four new saloon buses, exceeding in luxury those at present in service, are shortly to be placed on the Bristol-London route by Greyhound Motors Ltd., whose enterprise in operating a long distance coach service between these two cities has been rewarded by a steady increase in business.

The new coaches are of more than usual interest, being, without doubt, the most luxurious vehicles of their kind yet produced in this country.

The chassis is an "Associated Daimler" Model "416A" fitted with a 35/40 h.p. poppet valve engine. It has a frame height of only 2" and with 33" x 7" pneumatic tyres, and four wheel brakes, provides an ideal basis for this type of vehicle, being fast and silent in operation.

The Exterior.

The buses present a pleasing exterior appearance, being finished in grey, dark red and black, with the well-known Greyhound device on the side. There is a wide entrance at the front of the near-side, affording easy access to the interior, which immediately impresses one by its cosy and inviting appearance.

The bus is divided into three main sections; the front and largest, containing 18 seats arranged in conventional fashion, the centre, having on one side a lavatory and on the other a small buffet. The rear portion, which is the smoking saloon, contains seats for 8 persons.

The seats throughout are exceptionally comfortable, and are covered with red antique leather and fitted with head rests. The seated passenger has in front (on the back of the next seats) an oval mirror, a gusseted pocket

for containing newspapers and the like, and by pulling a tab a small folding table with a glass top can be released, which is arranged in a convenient position for accommodating a lunch tray. In a handy position at the passenger's side a bell push is fixed, for summoning the steward, and an electric light switch controlling the roof light above each seat.

The four large windows on either side of this portion are fitted with Strachan & Brown mechanism, by which they can be raised or lowered by compressing a small catch. All the windows, incidentally, are of plate glass.

The floor is covered with pile carpet laid on felt, in all parts except the buffet and lavatory, where lino is used. The whole of the cabinet work is of inlaid mahogany and bevelled edge plate glass mirrors are fitted front and rear. White linocuts, embossed with a tastefully executed design in dull gold, covers the ceiling, whilst heavy fringed curtains are fitted to all windows.

The heat from the engine exhaust can be directed and utilised to provide warmth for the interior, and carpet-covered footrests further contribute to the customer's comfort.

At the back of the driver's compartment there is a clock, barometer, flower vases, an umbrella stand, and a cabinet for cigarettes etc. Racks for hats and light luggage are fitted in convenient places.

The Buffet etc.

A curtain separates the front portion of the bus from a short corridor leading to the smoking compartment, on either side of the corridor there are sliding doors, that on the nearside leading to the lavatory and the other to the steward's cabin.

comprising the horsepower multiplied by time in seconds, divided by the weight of the car in pounds. On this basis the 10-15 h.p. Fiat driven by Blyth took first prize with Sainsbury on Austin second and Plaistow on Riley third. The others in order of merit were Stewart on Austin, Chute on Rover, Hunter on Armstrong Siddeley, Anderson on Fiat, Berryman on Austin, Bugg on Singer and Douglas on Austin.

In the big car class Smith on Bullock was followed by Collier on Chrysler, with Madden on Nash in third place, the next in order of merit being Murphy on Nash and Cranston on Ford Special.

UNIFORM MOTOR LAWS FOR U.S.

New Campaign Receiving Strong Support.

Strong support is being gained in the second stage of the campaign for the national uniform vehicle code, state advises reaching the Automobile Club of Southern California. The chief effort being made now is to gain the endorsement of the various States.

Legislatures are meeting this year in forty-four of the forty-eight States of the nation, and the majority of them are not to meet again for either two or four years. The most vigorous activity to enforce the uniform law is therefore

necessary during the present year, it is pointed out.

The first step in the battle for the uniform vehicle code was taken when the plan was finally adopted at Secretary Herbert Hoover's National Conference on Street and Highway Safety in Washington last March. The official draftsman for this code to make motoring laws the same in all parts of the country was J. Allen Davis, associate counsel of the Automobile Club of Southern California.

New England and other far northern States are enthusiastically favouring the uniform law, according to reports received, while conditions are reported hopeful in the Middle, Western and Southern and Western States. The plan for uniform vehicle laws is gaining strong support generally, it is stated.

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some
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on the hills
by using
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the mountains
down to
the motorist



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It removes that film
And firms the Gums

It accomplishes two important things at once: Removes that film, then firms the gums. No harsh grit, judged dangerous to enamel.

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You are hiding your teeth with a film coat... that is all

Dental science now traces scores of tooth and gum troubles to a germ-laden film that forms on your teeth.

Run your tongue across your teeth and you will feel it... a slippery, viscous coating.

It clings to teeth, gets into crevices and stays. It lays your gums open to bacterial attack... your teeth open to decay. Germs by the millions breed in it. They, with tar, are a chief cause of pyorrhea.

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Dept. CH-7-18, 6 Queens Rd, Central, Hongkong.

I enclose 3 cents in postage stamps for 10-day trial tube of Pepsodent.

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Give full address. Write plainly. Only one tube to a family.

A TRADE ROMANCE.

THE STORY OF RUBBER.

From the time that Christopher Columbus on one of his early voyages to America found the natives playing a crude sort of baseball with a substance having a peculiar and surprising elasticity, up to the year 1839 rubber was an enigma of the laboratory, a fascinating challenge to the ingenuity and genius of chemists and inventors.

Obviously the material had many advantages. It was highly resilient. Spread on cloth or impregnated into cloth it made the fabric waterproof. In a day before the advent of high precision machine tools it could effect a union between metal and metal so perfect as to prevent losses of water, of steam pressure, or of efficiency.

But this rubber spread on a raincoat, for example, would melt and run when the weather grew too hot, would grow brittle and crack when the weather grew cold.

Charles Goodyear spent years in unremitting toil, hardship and poverty, and several times suffered imprisonment for debt, in his endeavour to find a way of making rubber constant in all temperatures so that its strange qualities could be put to use of mankind.

During this time he worked many tons of rubber with his hands, mixing it with various substances, at the same time continuing his inventions as a means of support. He met with some slight success by boiling the rubber with lime and in 1836 was awarded medals at the Mechanics Fair.

One day in 1839 while talking and demonstrating to some friends in the kitchen, a piece of rubber mixed with sulphur accidentally fell on the stove. It charred like leather. Goodyear had discovered vulcanization.

He followed up the discovery, still experimenting, and in 1851 went to Europe exhibiting specimens in the Great International Exhibition. He lived in England until May, 1858, when he sailed for the United States where he died July 1st, 1860.

Goodyear's providential discovery that the addition of sulphur and heat would make rubber constant in all temperatures makes him not merely the father of the rubber industry but stamps him as one of the great benefactors of mankind.

President Coolidge has let it be known that Colonel Lindbergh has placed before him a suggestion for the establishment of sea landing places for aeroplanes and balloons. While the Government has taken no action, there are indications that President Coolidge, who considers the matter to be an international one, would be willing to listen to proposals for international negotiations on the subject.

Then there is the matter of posture when driving. Some drivers slump behind the steering wheel or sit at an angle—the don't care attitude.

The methodical person of fixed habits and of a good character sits behind the steering wheel erect but in a comfortable position. Whenever a new squeak appears, it is promptly attended to. Side curtains are fastened securely. The exterior and interior of the automobile are free from dust. The finish is spotless although it may be dull because of long use. The top and the floor are kept clean.

Don't Get Excited!

"As a rule, this type of motorist never allows his car to stand in the rain when a garage is available.

The observing mechanic can instantly detect the motorist of even temper. The driver who is excitable, which is just another way of saying that he is nervous, continually applies his brakes. He slams them on, as the expression is, instead of applying them gently and firmly. He does not give an even feed to the carburetor.

"Temper causes more damage to the automobile than the usual wear and tear. I have seen grown, rational men become angry and strike or kick the crank as if it were a human being."

Keep Temper at Home!

"I have seen men attempting to change tyres and when they didn't progress as quickly as they believed they should, they slashed out at the offending wheel with their foot.

"If a man or woman allows a baulky automobile to cause a display of temper, isn't it reasonable to assume their dispositions at home are none too sweet?"

"The person of even temperament does not spend nearly so much in repair bills as the person with an uncontrollable temper, or a nervous driver."

"Driving" courtesy is another tell-tale clue of the disposition of motorists but then that is known to everyone."

CHARACTER ANALYSIS.

LIKE CAR, LIKE OWNER.

Little Rock, Ark., June 30.—Look at an automobile and know its owners.

This new method of character analysis is the discovery of Professor Oscar Cornelius, teacher of automobile mechanics at the Little Rock Senior High School, student and observer of automotive details. Ninety out of a hundred times Cornelius has succeeded in hitting the nail on the head when he attempted to describe a person by the appearance of his car.

It's not so easy as you might believe; however. Only a practiced mechanic can diagnose the entire case of an auto owner, says this professor. For it's the mechanic who is in a position to observe all the details that the unheeding owner leaves behind him.

Cornelius explains his system:

"The person with easy-going habits, inclined to put things off until to-morrow, can instantly be detected. The front or rear license plate will be dangling, the lugs loose and perhaps a curtain flapping.

Keep Your Car Clean!

"Slovenly persons allow a coating of dust and perhaps splatterings of mud to hide the finish. On a closed car the windows are per-

fectly clear.

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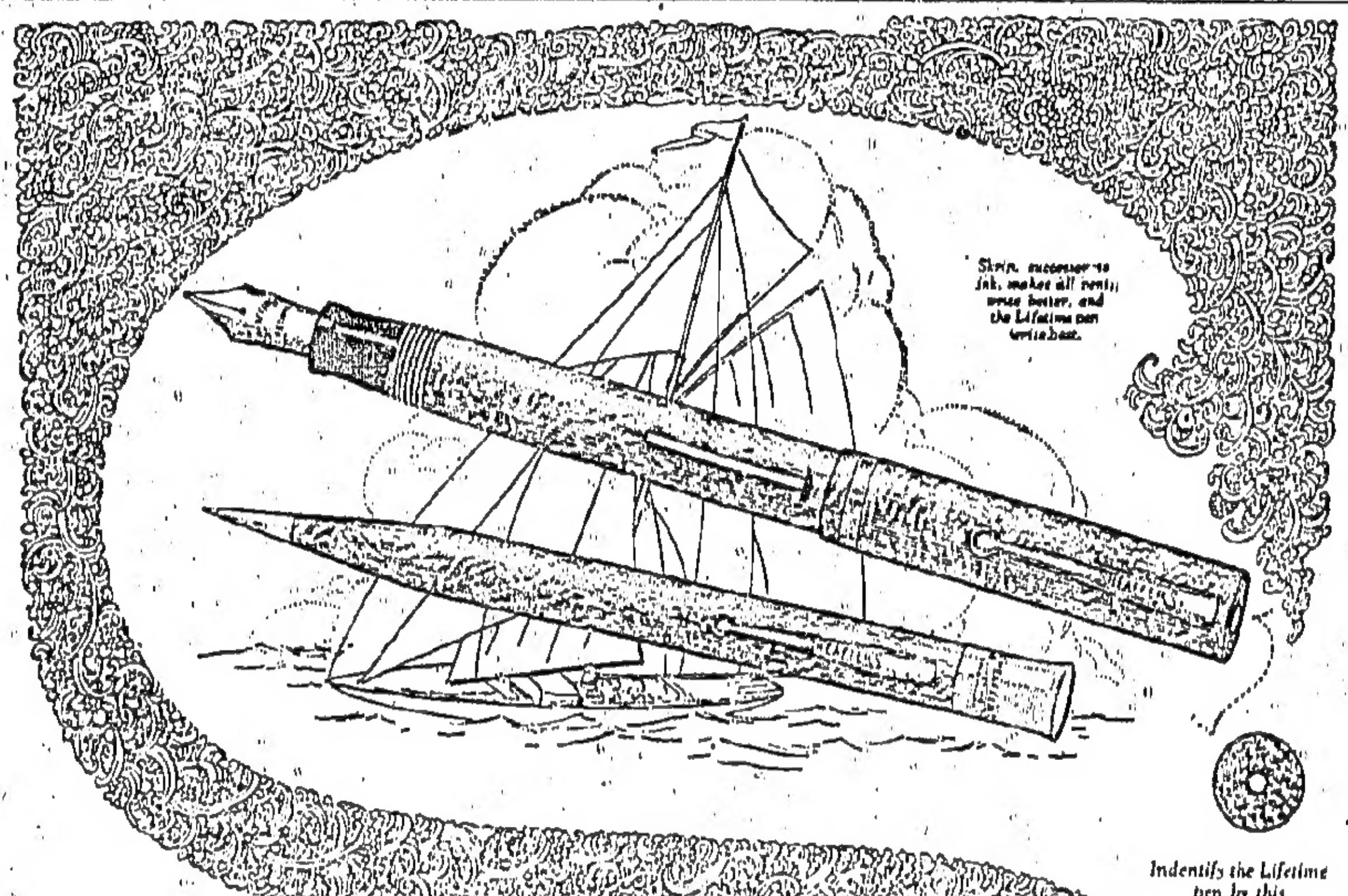
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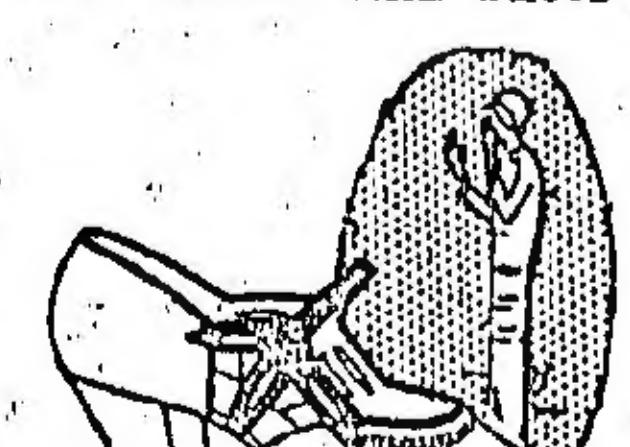
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LOSS OF A MOTOR CAR.

HOTEL KEEPER'S LIABILITY.

A very interesting and highly important judgment was pronounced by Mr. Justice Swift in the King's Bench Division of the High Court of Justice.

A common jury found for the plaintiff who claimed £276 10s. Od. in respect of the loss of his motor car while it was "parked" on a piece of land adjoining the hotel. It was stated by Counsel that the plaintiff went to the hotel for dinner and was told by the porter that as there was no room for his car in the street outside the hotel, he should put it on a "parking" place which adjoined the hotel. When the plaintiff was at dinner the car disappeared. It was alleged that the servants of the hotel did not keep the car safely, and because of their default the car was lost. In addition, the defendants implied the representation that the "parking" place was a safe and proper place in which to leave the car, and that sign boards indicated the same thing.

Judgment.

Mr. Justice Swift, in giving judgment, said that the case illustrated how the common law of England continued applicable to the changing circumstances of the everyday life of the people of this country. The long-established law with regard to an innkeeper's liability was to-day as applicable to chauffeurs and motor-cars as it formerly had been to people who rode on horses and drove in gigs.

The defendants had admitted that they had taken no precautions to look after the plaintiff's car. They said that they had simply provided facilities for the "parking" of the motor-car. He had no doubt that when the motor-car was brought to the defendants' hotel by the plaintiff it was put into the custody of the servants of the defendants. The plaintiff, it was true, drove his own motorcar to the place where it was left, but he did so under direction of the defendants' porter, and the defendants were just as responsible as if the plaintiff had got out of the motor-car at the door of the hotel and had left it to be taken or sent to the "park" by the hall porter. If he had taken the latter course he (his Lordship) would have had no doubt that the defendants would have been liable.

The piece of land where the plaintiff left his motor-car was commonly used by guests at the hotel for "parking" their motor-cars while they took their meals, and, for the purposes of the present case, it must, therefore, be taken to be part of the hotel. The relationship of innkeepers and guest existed between the defendants and the plaintiff, and the law had been plain for hundreds of years that an innkeeper was responsible for the safe custody of goods belonging to his guests which came on his premises.

He did not say that what had happened was the fault of the defendants. He decided nothing about negligence. His decision was based on the fact that the plaintiff's motor-car was lost from the defendant's inn. In those circumstances an innkeeper was liable for the goods which had been lost.

Judgment was entered accordingly for the plaintiff for £267 10s. with costs.

Sentence of death was passed at Kent Assizes recently on Eliza Emma Neal, aged 19, for murdering her six-months-old child at Bromley. A schoolboy saw the girl throw a parcel into a pond, his attention being attracted by hearing a scream. Later he fished the parcel out, and found it contained the body of a child. When charged, the girl said: "I had nowhere to take it, and want to do away with myself". Dr. Morton said the girl was perfectly rational and showed no signs of remorse. The jury, including two women, recommended her to mercy on account of her age. The girl cried bitterly while sentence was being passed, and murmured, "I have nothing to say except that I am very sorry."

Wing-Commander S. Grant-Dalton, of Eastchurch, who lost a leg in the war, was the victim of a strange mishap at Basiley. He was one of the competitors for the championship of the Royal Air Force, in which one of the tests involved fire with movement. While rushing across the rough ground between the 600 and 500 yards firing points his artificial leg broke and he fell. He was taken to his hut, where he put on another limb, and then motored rapidly back to the ranges. On this occasion he successfully traversed the ground, and secured 35 out of a possible 50. In the deliberate practice at 600 yards Commander Grant-Dalton scored 49 out of 50.

MOTORISTS' PETITION.

THE GOVERNMENT AND ROADS.

The Motorists' Petition to Parliament, organised by the Automobile Association, was presented in the House of Commons on 23rd June by Lieut. Col. C. K. Howard-Bury, D.S.O., M.P., who was supported by Members of all Parties including the Rt. Hon. J. I. Macpherson, K.C., M.P., Lt. Col. C. K. James, M.P., Captain R. Briscoe, M.P., Sir Robert Thomas, Bt., M.P., The Hon. C. A. Rhyd, M.P., The Rev. H. Dunnican, M.P., Mr. Ernest Brown, M.P., Mr. Bon Smith, M.P., Capt. W. Brass, M.P., Mr. R. A. Taylor, M.P., Major H. E. Crawford, M.P., Mr. J. A. Parkinson, M.P.

Signed throughout the United Kingdom by over 360,000 motor owners and drivers, the Petition urges—

- (1) that the proceeds of motor taxation now remaining in the Road Fund and the motor taxes hereafter to be levied shall be applied to road purposes only.
- (2) that, if in the opinion of Parliament the sums now raised by motor taxation exceed the amount required for road purposes, the existing scale of motor licence duties shall be reduced.
- (3) that in any rearrangement of Government Offices, a Roads Department, with a representative in Parliament may be maintained as a distinct and separate branch of the Administration for the purposes of providing and maintaining roads suitable and sufficient for the rapidly increasing requirements of modern road traffic.

It is the intention of the Automobile Association to press these points through every available channel, and arrangements have already been made for the important questions concerning motor taxation and the Road Fund to be raised again when the Finance Bill enters upon the Committee Stage.

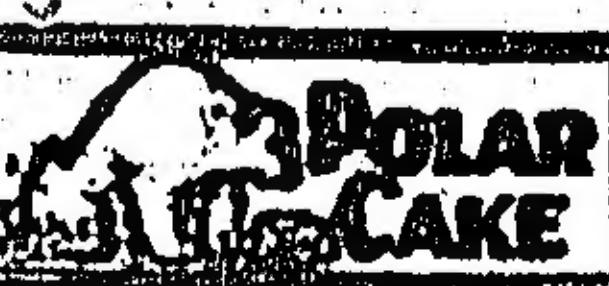


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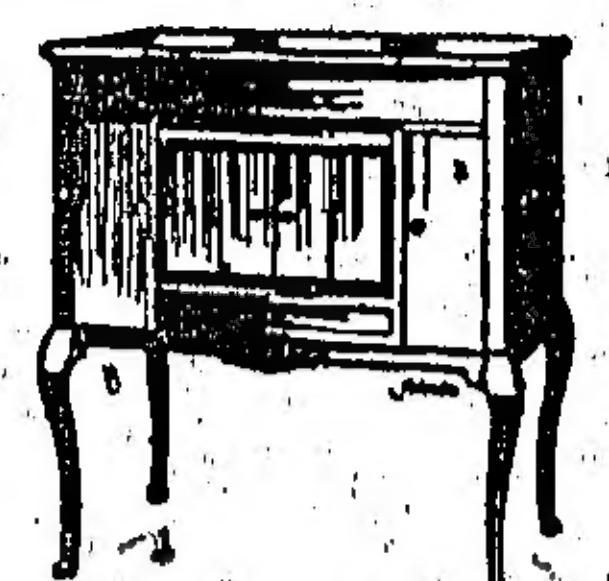
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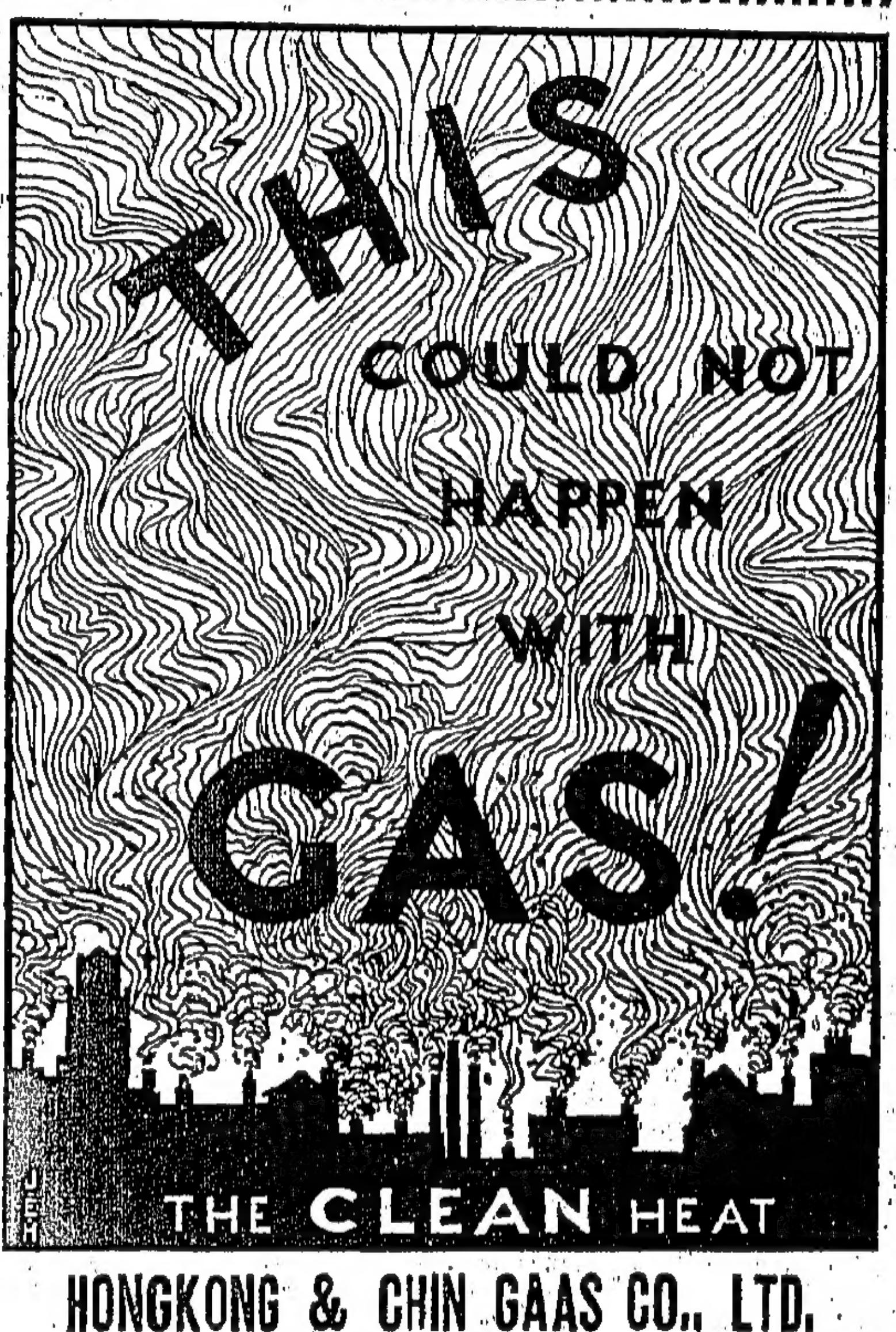
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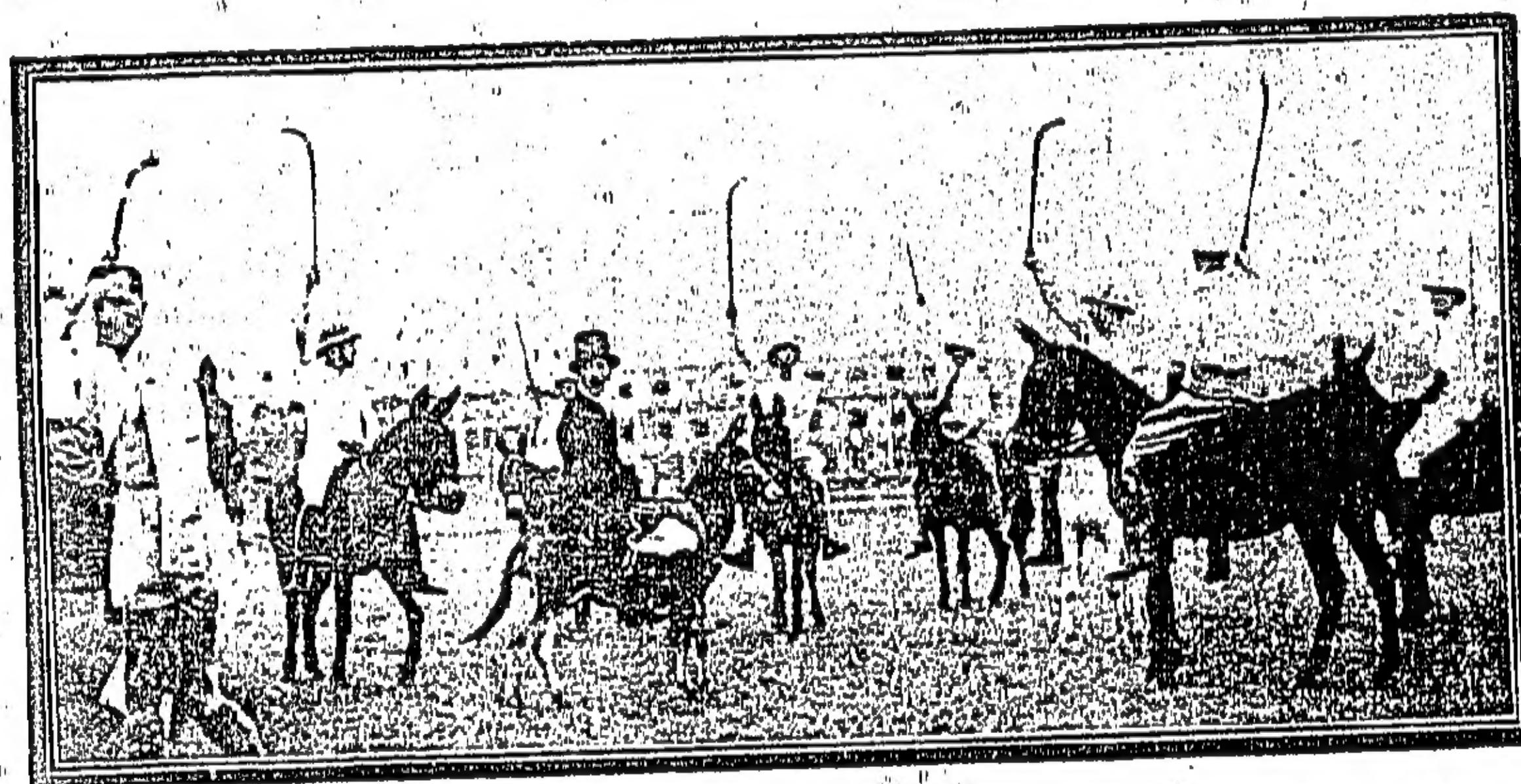
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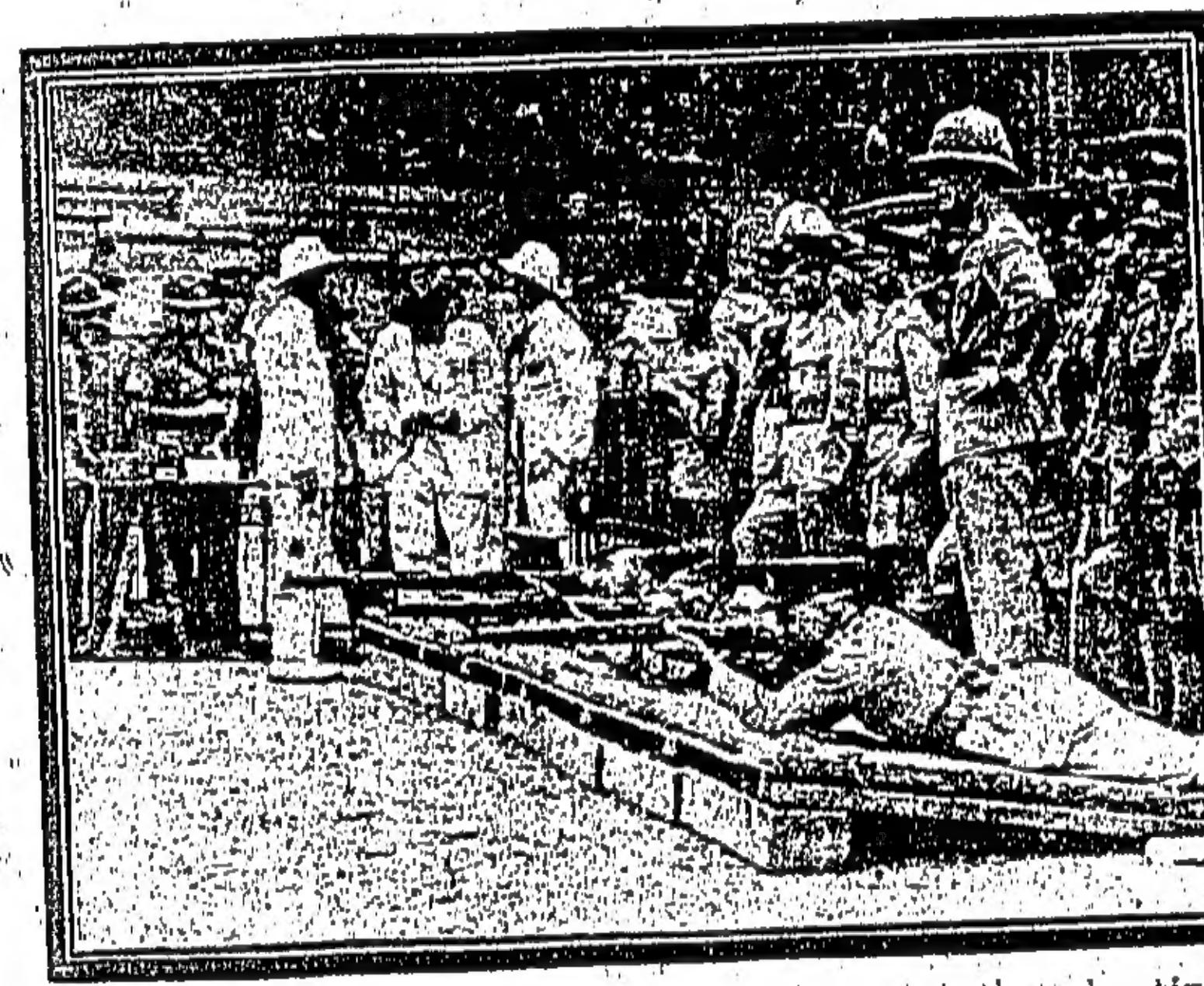
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Tel. C. 5503.



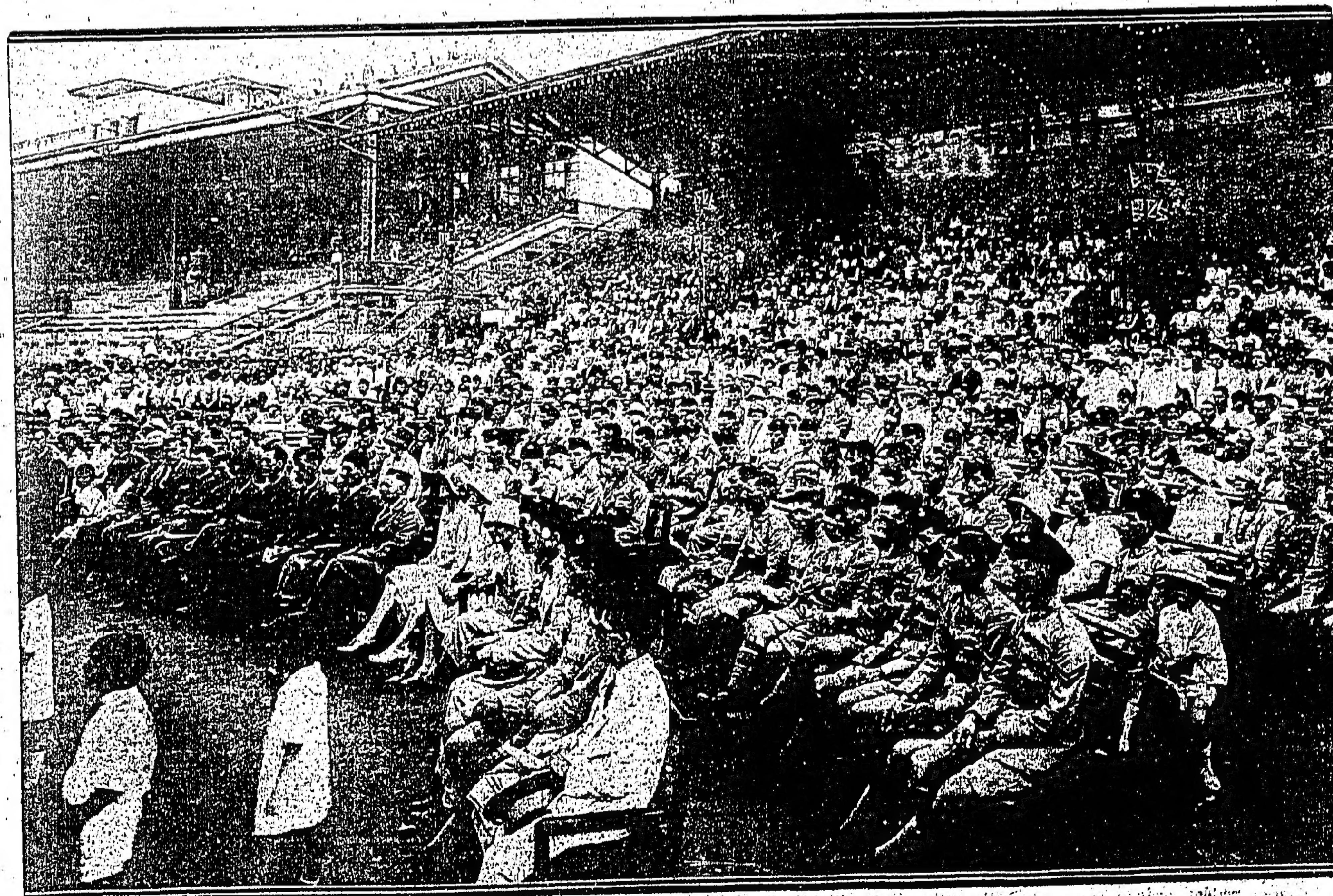
At the cost of what is said to be fully \$100,000, an elaborate funeral was accorded the late Mr. Loo Lim-yok, the wealthy Macao merchant who died recently. The procession took over one hour to pass. At top left a contingent of Macau police are seen; at top right are baby-mourners in rickshaws with amahs; at lower left are seen the chief mourners; while at lower right is the elaborate catafalque.



One of the items in the polo gymkhana, given recently in honour of the Gloucester Regiment, and which, for want of a better name, was called mulucky.



Three Gloucesters and a Durham, at the shooting gallery, which drew hundreds of competitors and spectators during the gigantic farewell party, given by Shanghai at the Race Club recently.



A monster farewell party was given by the Shanghai public to the Durham and Gloucester Regiments at the Race Club. Above is seen part of the crowd watching the vaudeville show which was one of the most popular items of the afternoon's programme. A shooting gallery, coconut shies and other sports as well as a free canteen, were features of the entertainment.



"Tricoline" Shirts

Rich silk appearance is expressed in shirts made from this cloth and a standard of quality has been created with which no other silk-like shirts can compare. A smart range of plain colours also white with self stripes. Collars to match of course.

WE ALLOW 10% DISCOUNT FOR CASH

MACKINTOSH

& Co., Ltd.

MEN'S WEAR SPECIALISTS

Alexandra Building.

Des Voeux Road.



The Food of Kings

Court Physicians know the best and see that Royal Babies have the best. That is why Glaxo has been used with success in 5 Royal Nurseries. Only the best is good enough for your Baby, for is he not a King to you? Give him Glaxo, the food that contains everything that will build firm flesh, strong bone and a sound constitution.

Glaxo

The Vitamin Milk-Food

"Builds Bonnie Babies"

Sole Agents:—

W. R. LOXLEY & Co.

WHITEAWAYS

BARGAINS IN MENS' SHIRTS
MUST BE CLEARED.

560 Only

Mens Neglige Shirts in White or Plain Colors, Neat Stripes and Checks, complete with collars. Sizes to 14 to 16 neck. Usual Prices \$5.95 to \$7.50.

SALE PRICE \$4.00
TO CLEAR each.



CALL EARLY FOR BEST SIZES
Thousands of other Bargains.

WHITEAWAY, LAIDLAW & CO., LTD.
HONGKONG.

A Profitable Investment.

Judicious Advertising is one of the most profitable investments associated with successful Business Enterprise.

Advertise in

The Hongkong Telegraph.

and secure the co-operation of its readers in buying your goods.

Prepaid Advertisements

25 WORDS FOR \$1.00
\$1.50 if not prepaid)

The following replies are awaiting collection:-

1392, 1442, 1397, 1441, 1444, 1456, 1462, 1453, 1512, 1516, 5, 26, 32, 38, 72, 80, 88, 101, 102, 161, 168, 174, 191, 194, 208, 102, 216, 226, 248, 53.

FOR SALE.

FOR SALE.—RADIO SUPPLIES. Inspect our stock of sets and accessories. Sets, made and repaired by competent man. The Union Store, 37, Des Voeux Road Central.

PREMISES TO LET.

TO LET.—One European FLAT, Wanchai Gap Road, Hongkong. Apply to 32, Kennedy Road.

TO LET.—Office Rooms, 2nd Floor, new, Hongkong Bank Building, apply Sang Kee, same building.

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OMMODIOUS OFFICES to let a No. 7, Queen's Road Central, so two rooms offices in 1A, Chater Road. Apply E. D. Sassoon and Company, Ltd.

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CHINA AUCTION ROOMS.

4. Duddell Street.

If you have anything you would like to sell, exchange or advertise and it to the CHINA AUCTION ROOM.

E. V. M. R. de SOUSA.

OXGEN
ACETYLENE DISSD.

AMMONIA, AIR
NITROGEN
CARBIDE

THE FAR EAST OXYGEN
& ACETYLENE CO., Ltd.

OFFICE:—20 Des Voeux Road.

Tel. C. 2344.

WORKS:—To Kwa-Wan

Tel. K. 709.

M. J. E. GUILLOT, Manager.

PACKING

We carry out every description of packing goods for overseas transport. Terms reasonable.

KIMOTO & CO.

42, Wellington Street.

Tele. C.609 and 8287.

NEW ADVERTISEMENTS.

EX-ACTIVE SERVICE MEN'S ASSOCIATION. (1914-1918).

BATHING PICNICS.

The regular Bathing Picnic of the above Association will be held to-morrow (Sunday). Launch will leave Queen's Pier at 3 p.m. sharp and the trip will be either to Island Bay or Clearwater Bay.

NOTICE OF REMOVAL.

I have this day removed my office to the Exchange Building, 4th floor. (Telephone No. C.1223).

H. M. SHU, B.Sc.,
Architect & Civil Engineer,
Hongkong August 1, 1927.

HONGKONG TRAMWAYS LTD.

AN INTERIM DIVIDEND of 60 cents per share has been declared payable on TUESDAY, 23rd August next, on and after which date Dividend Warrants may be obtained upon application at the Registered Office of the Company, Canal Road East, Bowrington, Hongkong.

NOTICE IS HEREBY GIVEN that the REGISTER OF MEMBERS of the Company will be closed from TUESDAY, 9th August to MONDAY, 22nd August, 1927, both days inclusive.

By Order

of the Board,

W. F. SIMMONS,

Secretary,

Hongkong, 29th July, 1927.

THE CHURCHES.

Sunday Services and Mid-week Meetings.

TENTH AFTER TRINITY.

St. John's Cathedral, Hongkong, August 7th, 1927, 8th, Sunday after Trinity. Holy Communion, 8 a.m. Children's Service, 10 a.m. Matins, 11 a.m. Preacher: Rev. W. R. Cannell, Holy Communion, 12 noon. Evensong, 6 p.m. Preacher: Rev. W. W. Rogers. A Social Gathering in the Hall after Evensong. Refreshments and Music.

Wesleyan Methodist Church, Queen's Road East, Wanchai, (near Royal Naval Hospital), Sunday, August 7th, 1927. Morning Service, 10.15 a.m. Subject: "Why drag up the past?" Evening Service, 6 p.m. Subject: "Christian Citizenship." Preacher at both services: Rev. J. C. Knight Anstey. Holy Communion after Evening Service. Sailors' and Soldiers' Home:—Arsenal Street, 3 p.m. Mr. May's Bible Class, 8.15 p.m. Chaplain's Hour.

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday Service, 11.15 a.m. Subject: "Spirit." Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address, open Tuesday and Friday, 10 a.m. to 12 noon, Monday and Thursday, 5 to 7 p.m. The Public is cordially invited to attend the services and visit the Reading Room, Branch of The Mother Church, The First Church of Christ, Scientist, in Boston, Mass., U.S.A.

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A NEW NAPOLEON DRAMA.

A THEME OF LUCK AND DESTINY.

Vienna.—Franz Molnar has written two new plays. The action of the one passes in pre-war years, under the Dual Monarchy. The second is a farce with the title "If Napoleon . . ." treating the life of Bonaparte very ironically.

The farce consists of several scenes, starting at a bar, where two men discuss accidents and fate in human life. One of them raises the question: "If, for instance, Napoleon as an officer had been obliged to quit the army, what would have happened to him and the world?" In the course of the farce Molnar wants to prove that Napoleon's rise from a little unknown Lieutenant was but a joke of fate and accident.

Imaginary scenes show Lieutenant Bonaparte wounded in the arm and having to resign. As a pensioned officer, he receives an insignificant position in a small town, but he can show his military genius by developing the local fire brigade to an efficiency hitherto unknown. However, in consequence of his overbearing temper, he gets into all kinds of difficulties which render life a burden for him. Thus his figure becomes comic, and not tragic. Pirandello and his company will give the first performance of the new play in Italian.

At the Josefstadter Theatre the Reinhardt company gave the first German production of Luigi Chiarri's three-act grotesque, "Mask and Face." Many amusing things are said about love, married life, and jealousy. A Count has discovered that his Countess has a love affair with another man. In his first fury he intends to kill her, but then he cools down, and merely compels her to go abroad under an assumed name. Since he is of a rather romantic nature and has his castle by the Como Lake, he claims to have divorced his faithless spouse. After a brilliant speech by counsel for the defence (his wife's lover!), the Court discharges him. The Count is glorified as a hero who "revenged his honour"; the men adore him, and the ladies even more. Unexpectedly, however, the Countess returns; both husband and wife find out that they are still deeply in love with each other, and the Count, after having made a fool of himself, flees with his wife abroad.

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CONSIGNEE NOTICE.

THE NORWEGIAN AFRICA AND AUSTRALIA LINE.

M.S. "TENNESSEE"

The above vessel having arrived from Norway via Ports on 16th April, consignments of cargo are hereby notified that all goods are being landed at their risk into the non-hazardous, hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained. Goods not cleared by the 12th August, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godown, where they will be examined on the 11th August at 10 a.m. No claims will be admitted unless notified and/or application for survey made in writing, within seven days after landing of the goods, or in any case before the goods are taken delivery of. Claims will not be recoverable unless complete accounts are sent in within fourteen days of final discharge of vessel.

No fire insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

THORESEN & CO., LTD.

Agents.

Hongkong, August 6, 1927.

M. J. E. GUILLOT, Manager.

PRINCE OLAF OF NORWAY.



POST OFFICE NOTICE.

NOTICE. The parcels post service to Russia in Asia via Japan is temporarily suspended.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m., registered and parcel mails are closed at 5 p.m. on the previous day.

Delinable articles forwarded by letter post to Great Britain are liable to confiscation by the Customs. Such articles should be forwarded by parcel post only.

Letters and postcards only for the United Kingdom and Europe will be forwarded via Siberia if so superscribed.

Parcels post service between Hongkong and Ports of the Yangtze West of Hankow is temporarily suspended.

Parcels for places in Szechuan will now be accepted for transmission at senders' risk. It is to be noted that parcels are liable to delay, and that the service may be suspended again at any time.

RADIO NOTICES.

It is notified for information that a new shortwave commercial wireless service was opened on July 23rd between Hongkong and the Philippines for the exchange of ordinary, deferred and press telegrams.

Rates to Manila 30 cents per word ordinary, 15 cents per word deferred and press.

To Luton Islands (Except Manila) and Corregidor Island 48 cents per word ordinary.

All other islands 76½ cents per word ordinary.

Radio Telegraph Services are now in operation between Hongkong and the following places:—French Indo-China, province of Yunnan, Canton, Swatow, Kowloon, Macau, Kwongchowwan, Fort Bayard, Wuchow, and Holow. Rates and further particulars on application to the Radio Counter, 1st Floor, G. P. O. Building.

INWARD MAIIS.

From	Per	Date
Shanghai and Europe via Siberia	Kashgar	August 6.
Australia and Manila	Tanda	August 6.
Shanghai	Yangtsze	August 6.
Batavia	Tjiaondari	August 6.
Manila	Tjiliwong	August 6.
Samarang	Karimoon	August 6.
Straits	Kutsang	August 7.
U. S. A., Canada, Japan and Shanghai	Pres. Jackson	August 7.
Canada, U. S		

The Very Idea!

"Where did you get that fine new hat from?"
"I bought it ten years ago. Seven years ago I had it, newly pressed. Three years ago it was dyed black. The year before last I had a new band put round it. Last week I exchanged it at a restaurant!"

You can have your Christmas, Your Pat's Day and May Day, Mother's Day—any old day—but give me Pay Day!

"Do you owe this 1s. 6d.?" asked the Registrar at Bow County Court.

Woman: No, it's only a shilling and a half-penny.

Registrar (to a draper): Take it?

The draper: Oh, yes.

The Registrar: There will be judgment for 1s. and 1s. 6d. costs.

The woman was ordered to pay the half-earned in a month.

The *New Statesman* apologises to correspondents:

Nostra culpa.—There is no such word as "alright," even in the American language.—Ed. N.S.

But there will be "Who can resist the stream of tendency which has (however regrettable) which has given us "always," "altogether," "almost," "also," and "already"?"

A woman member of the grand jury informed the clerk at Surrey Quarter Sessions that her name was Elizabeth and not Eliza as written. Her request, for the name to be altered was granted.

Solicitor at Shoreditch County Court: Is this man married?

Witness: Married! He has no pluck.

Nottingham clerk: Have you any goods? Man: Yes, a wife and eleven children!

Willesden woman: Can you find my husband? He was last heard of in Australia a year ago.

Magistrate: Try Australia House. A solicitor at Shoreditch County Court described the "dole" as the "covenanted benefit."

Man accused of drunkenness at Tottenham: I am sorry, sir, but the drink eclipsed me.

Dr. Samuel A. Tannenbaum, of America, has published a volume on Shakespeare's handwriting, in which he comes to the conclusion that it

show characteristics which belong to sufferers from angina pectoris, and that the poet died of this disease, brought on, probably, by domestic worries, his younger daughter having married a man unworthy of her. Who would have thought it possible to read so much into so illegible a signature?

The report that a plumber who attempted to fly from Blackpool to New York fell in the sea because he had forgotten his aeroplane is exaggerated.

Esther was allowed to accompany her parents to church for the first time. The minister was of an energetic type, and he preached from a pulpit raised in above the people.

He excelled himself on this occasion. Esther was cowering close to her mother's side, and as he reached a point which he emphasised vigorously, she exclaimed in a horrified and audible tone: "Mamma, what would we do if he got out?"

"Big business" is itself to blame for trade barriers.—Sir Alan Anderson.

Youth, speech, intelligence—these are the main ingredients of the successful athlete to-day.—Miss Mary K. Brown.

The principal trouble in our country to-day is the demon of selfishness, and it is not confined to the rich.—Rev. J. B. Dallan.

The actuaries' craft is regarded as somewhat of a mystery, but its members are viewed with respect by the community.—Sir Rowland Blades.

MAD DOG BEATEN TO DEATH.

CHINESE USE BAMBOO POLES.

Two more cases of dog bites have been reported, one dog still being at large, while one was killed on the spot by Chinese with bamboo poles.

In one case, a man living at No. 22, Shantung Street, was bitten by an unknown Chinese dog at Po Fong Road, Kowloon City. The dog ran away, and has not yet been seized.

Both a man and a woman were severely bitten by another dog at the Lo Wu brick works, Sheung Shui, New Territories, when it was killed by Chinese who used bamboo poles. The carcass has been sent to the Government Entomologist for examination.

AMERICAN POLICY IN CHINA.

AS REFLECTED BY NANKING INCIDENT.

WHAT THE NAVY SAYS.

There is often wonder as to exactly what is the American Policy in China, says the *Far Eastern Review*. Individual Americans expressing their personal viewpoints have perhaps confused the issue by a constant reiteration of personal statements of their ideas as to the American Government's attitude in China. There have, of course, been official statements by Secretary of State Kellogg, but these seem to have been ignored in the welter and confusion of personal opinion.

With regard to the Nanking outrage some Americans have sought to give the impression that the officers of the navy acted without the consent of their Government in setting up a barrage to save the lives of American men, women and children whose property had already been violated and whose lives were in danger because of the presence of Communist troops in Nanking, who openly stated their determination to murder all the foreigners in the city.

The American naval officers were faced with the problem of either following their own judgment and saving their fellow countrymen or risking the lives of these people while they were waiting for orders from home. Following the historical traditions of the United States navy, the officers of which save life first and think of the consequences afterwards, Rear-Admiral H. H. Hough, and Commander Roy C. Smith, Jr., of the Destroyer Noa, took the chance that only big men can take and ran a barrage about Soony Hill, under which American citizens, who had taken refuge there, crossed to safety.

A FEARLESS OFFICER.

When Commander Smith laid down the barrage, he said, to Lieutenant Benjamin F. Staud, "I'll either get a medal or a court martial" for this—let her go, Bonnie." There are a few Americans in China, who have become so denominational as to favour that Commander Smith should receive a court martial, but the majority of Americans in this country look forward to Congress, when it meets in December, giving him the encouragement which a fearless and clear-thinking naval officer deserves when he places the welfare of his fellow citizens above every other consideration. That Commander Smith will not receive a court martial we now know; that he has been sighted for bravery we also know from the following correspondence, which has unfortunately received too little notice in the Far East:

Secretary Wilbur's letter said: "The department notes with pleasure the extracts from the reports of Rear-Admiral H. H. Hough, commanding the Yangtze patrol, and Admiral C. S. Williams, commander-in-chief of the Asiatic fleet, on the part played by the Noa and Preston in the Nanking incident. The department commends you for your timely action in protecting lives and property so excellently executed on this occasion."

ADMIRALS' PRAISE.

Admiral Hough's report said: "The patrol commander is certain that the opportunity opening for the Noa and Preston (American destroyers) and Emerald (British cruiser) not only

repeated the meritorious and dangerous service of the Yangtze

patrol, and Admiral C. S. Williams, commander-in-chief of the Asiatic fleet, on the part played by the Noa and Preston in the Nanking incident. The department commends you for your timely action in protecting lives and property so excellently executed on this occasion."

Having failed in their efforts to have the luxury and stamp taxes, repeated the merchants have devised another scheme in the nature of a petition to the Nanking Government and Marshal Chiang Kai-shek.

Once these taxes are put into force, it will be difficult to abolish them. The majority of the merchants, therefore, propose to send a telegram to the Nanking Government and Marshal Chiang setting forth their grievances. A circular wire will, it is suggested, be despatched to all commercial organs throughout the country, explaining the injustice and exorbitant nature of these taxes.

Admiral William's endorsement said:

"The Commander-in-Chief desires to express his unqualified approval of the action of the senior American naval officer present at Nanking. It is believed that force was used only as a last resort.

Further, that the force used, namely, the barrage from the warships, upon Standard Oil Hill, was restricted to the minimum firing necessary to allow the foreigners to escape; that the injury to Chinese, other than looters, and the damage to Chinese property, by this bombardment, was negligible.

The best testimony available indicates the effect of this firing was not only the rescue of the Ameri-

CANTON PROBLEM.

ACTION TO SUPPRESS PIRACY.

JUNKS SUNK BY MINES.

Canton, Aug. 5. The soldiers of General Li Fock-lam have captured altogether thirty notorious bandits who preyed on passenger junks along the West River. Not satisfied with using mere guns, these brigands laid mines in the river and blew to pieces all junks which did not pay tolls.

This practice is extremely dangerous to navigation and at one time a junk with all passengers and crew was sent to the bottom of the water.

Several of these captured bandits were bailed out, but nine of them were shot. Just before the execution they all laughed, and showed no signs of fear.

ANOTHER PIRATE VICTIM.

Another passenger junk has been sunk by a mine laid by pirates. The vessel was protected by soldiers and machine-guns.

The pirates opened fire at her from the bank, but twenty of them were killed by return shots of the soldiers on board.

Infiltrated, the pirates set a mine in the track of the junk. When she approached the explosive, it was set off by means of an electric wire from on shore. A loud explosion was heard and the ship gradually went down.

Fortunately, there were numerous other boats close by, and many passengers were saved.

Meanwhile, the pirates escaped.

NANKING'S ORDERS.

The Nanking Government has formulated elaborate resolutions to carry on the administrative duties in Canton, and other places under its control. Stress is laid on the matter of communication, and regard for the welfare of the people, especially in the war-torn area.

According to the resolutions, the clearance of bandits is of importance. All military commanders are ordered that bandit dens within their jurisdiction must be razed.

Soldiers are prohibited to travel on passenger buses, which are only for civilians. Special military vehicles may be provided for the transportation of troops, if circumstances require.

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THIS SOMETHING.

A Purpose to Fulfil.

I shall never to the end of everything forget his voice nor the things he said, although I shall probably never see him again.

I was travelling across from Wellington to Sydney to connect with steamer to the Far East. We were four in a dingy, stuffy second-class cabin. I was weak as the result of a recent minor operation and confined to my bunk. The first remark he ventured was directed at me, "Is there anything I can do for you?" he asked. There were many little things he could do, as stewards are notoriously unsolicitous unless their solicitousness is stirred into temporary activity by the aid of jingling silver or the musical rustle of crisp bank-notes.

He performed his little acts of kindness with an almost eerie tactfulness and all my attempts at drawing him on to speak met with a subtle evasion. But, lying there on my back for three days, I often gave myself up to studying him with a view to summing him up. That he was a man who had moved in refined circles I had no doubt; that he harboured a secret I sensed acutely. I noticed his luggage consisted merely of an almost new kit bag, and I wondered whence he had come and whither bound.

On the morning of our arrival in Sydney I arose, very shakily as the result of my enforced confinement, while the others were yet asleep and removed from my face the result of four days' growth. As it was breaking dawn I made my lonely way to the forecastle and there I stood inhaling deliciously refreshing draughts of invigorating sea air. As it grew clearer I scanned the horizon for a glimpse of the imposing Sydney Heads, but the view was obscured by a thin, chilling drizzle and a light fog. On a sudden I heard a light footstep behind me and there he was. We passed the usual conventional platitudes and as if by mutual consent we both lapsed into silence, thinking, although I felt that he was thinking, as was I.

It was he who broke the silence. "You are going to the East?" he said. "Yes," I answered, and returned the question. "Oh, I—I—" he stammered, as if startled into thinking of his destination for the first time; "I am going to—to—anywhere," he finished lamely. I did not wish to intrude into the secret places of his soul, but I enquired of him quietly, bringing to my question all the understanding I could muster. "Would you not like to speak?" If you care to, please do. It might help." He thanked me with a look.

"Who I am and where I come from exactly I cannot tell you, or rather would prefer not to. I was in the war. When I was demobilised things seemed all different. I could not settle. For three years now I have been drifting, wandering around—just searching. What I am looking for I can't express quite. I just vaguely call it something. I used to be a care-free sort of devil just taking things as they came, living for the day, but the war changed all that. I feel I have a purpose to fulfil. I have reached the stage where I can see that we all have some definite purpose to fulfil. We are all working to some common purpose. Some of us find it early; some of us find it late; some of us find it never... those are the tragedies of life. Meanwhile, I'll just go on searching and who knows I may find that something that means—everything."

Compensation is to be given for property devastated in the war zones. District officials are charged with safeguarding welfare of the people in war areas. Bridges and public thoroughfares damaged by the civil war should be immediately repaired in order, that traffic may not be impeded and danger averted.

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Further, that the force used, namely, the barrage from the warships, upon Standard Oil Hill, was restricted to the minimum firing necessary to allow the foreigners to escape; that the injury to Chinese, other than looters, and the damage to Chinese property, by this bombardment, was negligible.

The best testimony available indicates the effect of this firing was not only the rescue of the Ameri-

SEAPLANES FOR HIGH SPEEDS.

BRITISH EFFORT TO WIN SCHNEIDER CUP.

SIX MILES A MINUTE.

London, Aug. 5. A big British effort is to be made this year to win the Schneider Cup, the race for which will take place at Venice at the end of next month.

Three types of high-speed seaplanes have been built to the order of the Air Ministry, and have recently been undergoing flying tests at the Royal Air Force stations at Calshot and Felixstowe. They are a Supermarine Napier S.5, a Gloster Napier-IV, and a short Bristol Crusader.

The first two are equipped with Napier-Lion water-cooled engines, while the Crusader is fitted with a British Mercury air-cooled engine.

Air Vice-Marshal Scarlett, Commanding the coastal area, will have command of the British pilots, who will be officers of the Royal Air Force.

The team has undergone searching training in high-speed flying, as a speed of something like six miles a minute may be required to win the race.

The opposition will be provided by the United States, who claim to have evolved a seaplane capable of a speed of over 300 miles an hour, and by Italy. The race was won last year by Italy at a speed of 246½ miles an hour.

There will be neither French nor German entries.—British Wireless.

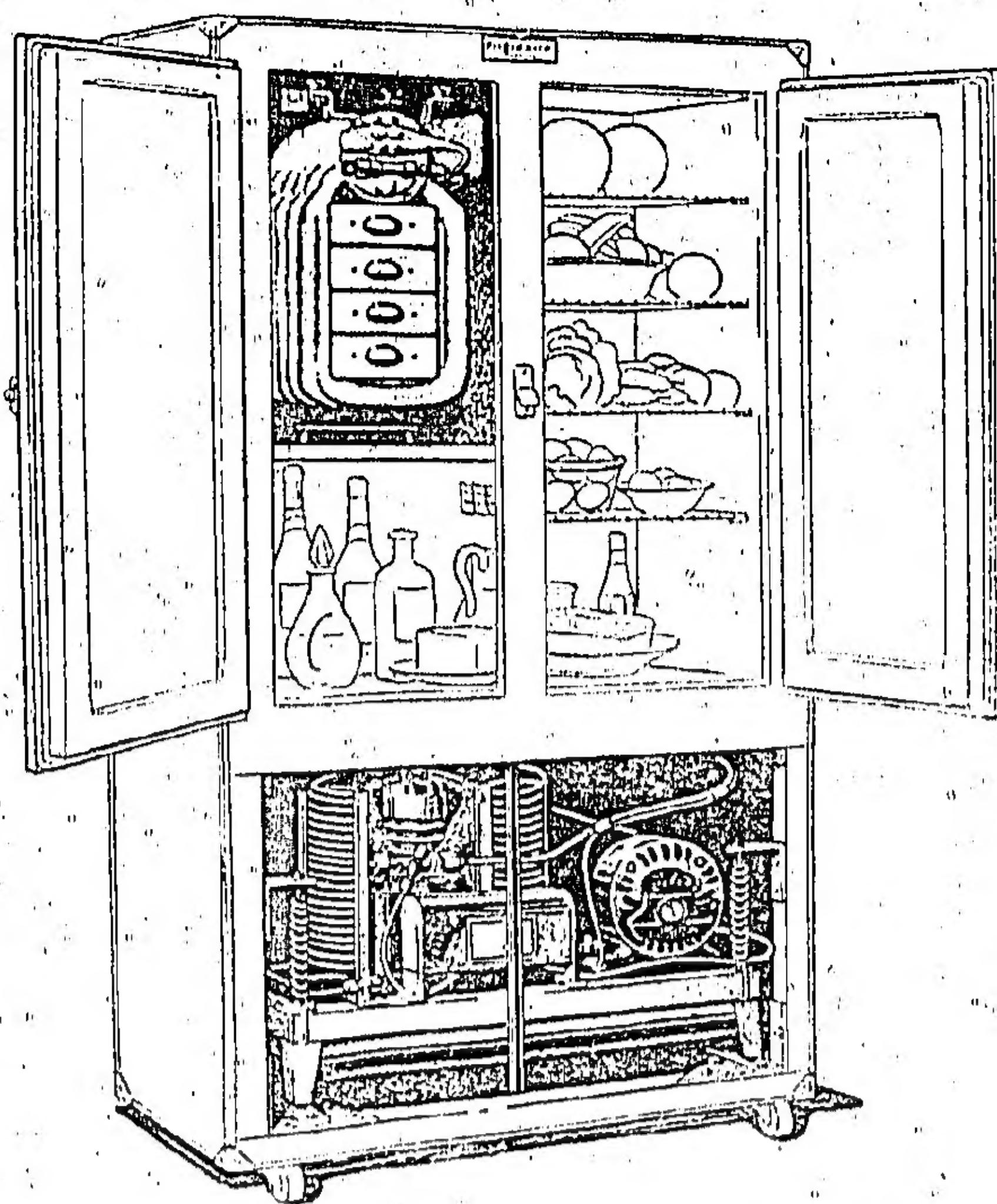
QUEEN'S THEATRE.

MILITARY BAND TOMORROW EVENING.

As already announced, the Band of the 1st Battalion of the Northamptonshire Regiment, by kind permission of Lieut.-Col. S. H. J. Thunders, C.M.G., D.S.O., M.C., and Officers, is to play in the Queen's Theatre tomorrow at the 5.10 and 8.20 performances; the Bandmaster, Mr. W. Crosswell, L.R.A.M., conducting. The pieces to be played at the 5.10 performance are the march, "Washington Grays" (Grieg), and a grand selection, "Samson and Delilah" (Saint-Saëns). The items at the 8.20 performance are the two already mentioned and in addition a cornet solo, "I'll sing thee songs of Araby" (Clay) with L/cpl. A. Green as the soloist.

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BERLIN BARGAIN SALES.

A COUNTER-ATTRACTION TO HOLIDAYS.

EFFECTS OF SHARE FALL.

Berlin.—The holiday season, which sets in promptly every year in Germany with the closing of the State schools on or about July 1, is generally regarded as an index of the situation, social, economic, and political. This year a new problem has arisen, after one of the wettest summers on record—the clashing of the opening of the summer sales with new cheap long-distance holiday excursion trains put on during the first few days of the school holidays. Sales such as have never been known before are brought about by an unprecedented shortness of money in business life. It would not be an exaggeration to declare that many heads of families have been tossing up as to whether the cheapness of everything just now would not make it worth while to stop at home and buy everything that was ever wanted for family and household. The fact remains that such genuine reductions in first-class articles have seldom been seen in any big city. They would make a journey from abroad to Berlin almost as worth while as when the mark was at its lowest.

Fewer Visitors.

As regards this year's popular holiday resorts, the "Black Friday" of the Berlin Stock Exchange, about six weeks ago, which ruined so many speculators, is said to have made a marked difference in the number of Germans visiting the Lido and other spots specially favoured by the wealthy. They are going to Austria instead, where the Tyrol is said to be particularly cheap on German marks. Families are flocking to the old-fashioned, moderately-priced Baltic coast. Rhine trips are also greatly favoured again. Identity cards are all that are needed in spots held in abeyance during the past summers since the war, owing to the all-pervading influence of the armies of occupation. The Rhine, not only beloved as a national institution, is also the favoured goal of honeymoon trips. The newly-married are flocking back again, and Germany is herself once more.

British Model.

An innovation, on the British model, is the number of tour and travel bureaus which have opened this season. Conducted tours, with everything paid in advance, were practically unknown in Germany, whose tourists, if hotel and restaurant keepers are to be believed, were always among the most lavish in ordering "extras" and tipping, and knew nothing of paying everything in advance beforehand. Mediterranean and other sea trips offer some very fine opportunities at particularly reasonable prices. As in everything they undertake, the Germans are setting about the "popular" tour with such thoroughness that their organisations will be worth while watching.

For those who stop at home, the announcement that the 10 per cent. amusement tax has been taken off omnibus fares for the weekend rides into the country has been met with a chorus of indignant protest. People were not aware that their week-ends had been taxed, nor, it is argued, is an omnibus ride an amusement. What with the weather and what with expensive fares, week-ends have hitherto not been so popular as the propaganda would seem to have justified.

REJECTION OF DIAMOND BILL.

ITS EFFECT ON THE CONTINENT.

The Antwerp diamond merchants have decided to close all the diamond-cutting establishments in order to reduce the large stocks of cut diamonds which are at present bringing business to a standstill. The decision follows upon the rejection of the Precious Stones Bill by the South African Senate.

The employers and workmen have agreed upon the complete cessation of diamond-cutting in Belgium on July 11. In Antwerp alone about 15,000 workmen will be thrown out of work, and 1,000 employers will cease to do business.

The South African Senate rejected the Precious Stones Bill on June 29, following the Government's refusal to accept an amendment of those clauses which provided for the retrospective confiscation of rights acquired under the existing alluvial law.

In urging the Government's acceptance of the amendment, Sir David Harris, the chairman of De Beers, said: "If this Bill does not pass this session of Parliament it will mean disaster and the collapse of the whole diamond industry, because the whole trade will feel that Government is unable to pass a Bill to control the output of diamonds, and all merchants and traders will be tumbling over each other in order to make their losses as small as possible."

The South African Flag Bill was also dropped for the session, owing to differences between

CHINESE OPERA VIRTUOSO.

WILL TOUR AMERICA AND EUROPE.

Miss Cheng Chue Fong, is causing a decided furore in Chinese theatrical circles. This talented young actress made her debut in Manila some years ago and more recently has been playing in Peking, where she met with unbounded success, many of the leading Chinese artists writing poetical plays for her in which she won fresh laurels from the appreciative artistic element there. Echoes of her histrionic ability finally reached Shanghai and she was offered a contract. She is now playing nightly to crowded houses at the Tien Sien Theatre at a salary that even the biggest movie star in America might envy.

Miss Cheng Chue Fong is the adopted daughter of Li, Yuen Hung, third President of the Chinese Republic and is a protege of Mei Lan Fang, who is loud in his praises of her excellent work and "undoubted" talent. Miss Cheng Chue Fong is a modest and unassuming young girl quite unspoiled by the praise heaped upon her. Time and again she has been offered presents of jewels, but she always refuses these maintaining, unlike her sister artists abroad, that acceptance would tend to lower her self-respect. Miss Cheng Chue Fong is not only China's foremost actress but is a singer of unusual ability. She will appear in Shanghai until September under her present contract, after which she will tour Japan under contract with local producer who will then take her to Europe and America.

Her sister appears with her taking the role of a man, which is a departure from the usual Chinese custom of males impersonating females. A brilliant and successful future is predicted for this young Chinese actress by all who have seen her in Shanghai and the opportunity of hearing her sing operatic roles in Chinese should not be overlooked.

CENTURY OF VARSITY CRICKET.

NOTABLE GATHERING OF FAMOUS PLAYERS.

Many notable cricketers, famous in the history of the University match and in that of international encounters, gathered at the Savoy Hotel to celebrate, under the chairmanship of Lord Harris, the centenary year of the Oxford and Cambridge match, last month.

One had only to glance round the room to be immediately reminded of great struggles of the past, in several of which a large number of those present had taken part.

Lord Harris, who himself was in the Oxford eleven as far back as 1871 and 1874, had around him an historic company, which included Viscount Chelmsford, who as the Hon. F. J. N. Thesiger, captain of Oxford in 1890, and who, after starting to play in the match the following year, retired owing to an injury.

There were also:

Rev. the Hon. Edward Lyttelton, captain of Cambridge in 1873.

G. H. Longman, captain of Cambridge in 1874 and 1875.

E. F. S. Tylecote, Oxford captain of 1871 and 1872, and the only surviving member of the England team against the Australians at Lord's in 1886.

S. M. J. Woods, one of the most famous of Cambridge captains, and a very remarkable Rugby footballer.

P. F. Warner, who did not captain Oxford, but led an England team which recovered "The Ashes" from Australia.

A. J. Webb, M. C. Kemp, L. C. H. Palafret, H. D. G. Leveson-Gower—all Oxford captains.

W. H. Patterson, Timothy O'Brien, Sir K. J. Key, Canon Douglas Hamilton, A. H. Evans and W. W. Pulman (Oxford) and Sir J. E. Kynaston Studd, the Cambridge captain of 1884.

A bill forbidding the teaching of evolution in Missouri has been defeated by a narrow majority. The framing of the bill was a "stunt" of one of the lobby correspondents of the State legislature to brighten up a dull session. So it was drafted to expel Darwin from the schools. Seven special trains brought hundreds from St. Louis to Jefferson City, the capital, to support the bill, and the cry went up from the country districts: "Protect our children from these professors." At the final reading, the Chamber was crowded to suffocation and a monkey was placed over the Speaker's chair. After several amendments, the bill was thrown out by 82 votes to 62, and the lobbyists breathed a sigh of relief.

TAXIS OBTAINED BY TELEPHONE.

HOW STOCKHOLM CALLS A CAB.

CURE FOR CRAWLING.

The imminent departure of the crawling taxicab from some of the main streets of London and the possibility of an extension to other streets of the ban on crawling, raises in an acute form the minor problem of calling a cab, comments a London paper, and proceeds: When the order is put into force, residents in the large area concerned will have no means of obtaining one in a hurry other than those provided by an elusive list of cab-ranks in the telephone directory. The time seems ripe, therefore, for a development of telephone practice in this matter, on the lines adopted in some foreign cities.

The example of Stockholm, where the authorities have overcome a problem similar in kind to that presenting itself in London, is as good as any.

With the progressive spirit which marks Sweden's telephone administration, a system has been in operation which centralises the control of all telephones connected to cab-ranks at one switchboard. Every call for a taxicab is at once switched to that board. In the operating room where it is placed, there is mounted a map of the city, divided into six districts. Small lamps mark the position of each taxicab rank. When a cabman arrives at a rank he at once inserts into a "jack" in the telephone box a special plug which enables the central switchboard operator to communicate with him if he is required.

Lamp Signals.

When the operator presses a key associated with the circuit of any of the six districts, the lamps which denote stands at which cabmen are available for hire will be lighted. At those ranks where no cabman is waiting—and consequently where no plug has been inserted—the lamps in the exchange remain unlit.

A telephone subscriber who wants a taxicab asks for the taxicab exchange and the call is switched to the special operator. The caller gives his name and address, and the operator presses the key for the caller's district and the lights on the map are lit. In a moment the operator sees all the ranks near the caller where cabs are waiting, and the nearest to the caller's address is sent there. If the nearest is some distance away, the operator obtains the caller's consent before sending the taxicab. The average time of waiting is about two minutes. The cost of operation is largely, though not entirely, paid by means of this system, gets four or five hirings a day more than under the old conditions. Moreover, the cost of petrol and of the wear and tear while "crawling" is saved.

Some such scheme for calling a cab quickly will be needed in London when the taxicabs cease to "crawl."

ANTIQUITY.

CHRISTIANISED VIKINGS IN ENGLAND.

The second number of "Antiquity" supports the promise of the first. It affords a welcome commentary upon the current results of archaeological work, and contains a number of special studies upon points in which the whole intellectual world is closely interested.

The feature of chief "domestic" appeal, so to speak, is perhaps Mr. W. R. Collingwood's article on "Christianised Vikings," which puts forward the proposition that Viking settlers in England were largely, if imperfectly, converted to the new religion in the ninth century, long before the general conversion of their Scandinavian home, and that some of their early descendants in northern counties became the founders of churches which have lasted until to-day.

"Where Did Man Originate?" is the wider problem to which Dr. E. A. Hooton addresses himself. His judgment, based on a survey of anatomical and other remains, leans to the view that "Nature tried a number of experiments in the direction of developing anthropoid forms in a humanoid direction," some of them successful and some not, and that "some of the early and crude attempts resulted in protobhuman types which have become extinct."

Mr. D. Randall MacIver's paper on the Etruscans includes the warning that an elucidation of the Etruscan language can open no very wide range of discovery, owing to the meagreness of the inscriptions awaiting interpretation. Mr. O. G. S. Crawford evinces strong disbelief in the authenticity of the Gobel exhibits.

THE EDUCATION CORRESPONDENCE.

EXAMINATION AND INSPECTION.

The Imperial Education Conference last month discussed the subjects of examination and inspection. The Duchess of Atholl (chairman of the Conference), presiding. The official report states:

Mr. J. A. Richley (Educational Commissioner, Government of India), spoke on external examinations. An external examination, he said, is not a part of education; properly regarded, it is not the completion of an educational stage. As an entrance test to a new course it has its uses. As a stimulus to study, even as a test of the standard of teaching, an examination leaves much to be desired. Educationists are endeavouring to free their schools from the indirect control of external examining bodies, and the introduction of practical, or non-university, subjects into the curriculum gives the educationist a chance of success in this struggle. With proper arrangements for the cooperation of teachers, an examination is much less harmful educationally and in these non-university subjects the cooperation of the teacher is essential.

Mr. W. W. McKechnie (deputy secretary, Scottish Education Department) spoke on the respective functions of examination and inspection.

The inspector, he said, must have a sound digestion and a sense of humour; he must be the friend and helper of the teacher. Luckily he now generally possesses these qualities. Inspection is firmly established in this country: it is on examinations that the guns of the critics are trained. There is, however, a proper place for good examinations in the educational system. The present tendency, a sound one, is towards simple questions and a high standard of marking. The stimulus to work should, however, come from the teacher and not from an outside examination.

Suitable Approach.

The good examination should leave the teacher free to teach the subject by the most suitable approach, without concerning himself whether he is within the narrow lines of an external examiner's views. The performance of a student throughout the course should surely weigh as heavily as his achievement on the one day of the examination. It was, therefore, desirable to check the capricious results of written examinations by taking the most careful account of the school records and of any exceptional circumstances that might have affected the candidate on the examination day.

During the general discussion the following spoke:

Professor Peaceck (Burma), Mr. Tate (Victoria), Dr. Butler (Irish Free State), Dr. Viljoen (South Africa), Mr. Davies (Cochin), Mr. S. H. Smith (New South Wales), Dr. Dunnill (Punjab), and Sayyid Ali Akbar (Hyderabad).

The Duchess of Atholl, summing up the discussion, said that the day for the ending of examinations had not yet come. At the same time the school ought not to be dominated by external examinations. If it were accepted, as had been generally agreed in the discussions on Group A, that the varied capacities of children called for varied courses of instruction, it followed that within reasonable limits there should be alternative examinations. It had been shown that some safeguard against undue domination could be found in the use of the school record. There was also, she thought, general agreement with what had been said as to the value of inspection. The day of the examiner might go—that of the inspector never. The inspector was more and more regarded as the counsellor and friend rather than as the person who imposed tests.

The afternoon was devoted to work on the committees.



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RED JUDGE SHOT IN COURT.

AMAZING SCENE DURING COURT MARTIAL.

UNKNOWN ATTACKER.

To the growing list of attacks on members or representatives of the Bolshevik Administration there was added the other day one of the most daring in the blood-stained record.

All that the official announcement declares is that "An unknown man shot at and severely wounded Orlov, the President of the Moscow section of the Soviet War Tribunal."

This sparse information is supplemented, however, by the news reaching Berlin that the attempted assassination actually took place during the proceedings of a court-martial in Moscow.

The assailant made no attempt to leave the court, and was handed over to the Cheka or Secret Police, who it is announced will "conduct a strict investigation; with a view to discovering the accomplices of the assailant and the motive of the attack."

There is every reason to fear that the latest outrage will renew or intensify the reign of terror that the panic-stricken rulers of the Kremlin inflicted after the assassination of the Soviet Ambassador at Warsaw.

There are, too, indications that the dictators will seize the opportunity afforded by such a deed committed in the very heart of their citadel to conduct with sharpened weapons the war against Trotsky, Zinoviev and the other opponents within their own ranks.

As was briefly announced last night, the disciplinary committee of the Central Executive have recommended that body to consider the advisability of expelling Trotsky and Zinoviev from the inner Soviet councils.

Leniency Explained.

Comments from Moscow suggest that this recommendation was by no means so strong as had been anticipated in view of the very outspoken opposition of the two offenders who are in revolt against Stalin, Lenin's successor, because they consider he is not sufficiently "red."

This mildness, it is explained, is by no means due to any feeling of tenderness for Trotsky and Zinoviev. The explanation is much simpler and at the same time vastly important.

The Disciplinary Committee has not dared to advise their expulsion outright, because they realise that the opposition has gained enormously in strength, and because they fear that such direct action against its leaders would precipitate the internal crisis that threatens to overwhelm the Soviet Republic.

In these circumstances, the fear exists that the shot fired to-day in Moscow will reverberate throughout Russia. In other words, that it will be the signal for the dictators to proceed against their internal enemies with the same terrifying measures that they applied to their external foes after the Warsaw assassination.

SHARE HAWKING.

PEERS THINK £200 PENALTY NOT ENOUGH.

The House of Lords recently completed its consideration of the new Companies Bill, which is a comprehensive enactment of the recommendations of the Company Law Amendment Committee presided over by Lord Wrenbury (writes our Parliamentary correspondent).

The Bill, which now awaits a third reading before being sent to the Commons, is designed to prevent abuses of company law such as have been revealed in recent notorious prosecutions.

Under Clause 85 it is declared to be unlawful for any person to "from house to house" offering shares for subscription or purchase. The penalties for infraction of the regulations began with liability to a fine of £200, but this was not strong enough for Viscount Bertie, who moved that the initial punishment should be six months' imprisonment or the alternative of a fine, and this amendment was made.

"We have not yet put our own house in order," he said. He did not agree that the age-limit for a fresh egg was 14 days. He had frequently eaten Russian eggs, cooked in various ways, that were six weeks old, but were quite fresh.

The Chairman: I don't suppose you would say you eat them from preference, but rather by way of experience. (Laughter).

The hearing was adjourned.

Strawberries were scheduled as the special feature of the fortnightly meeting of the Royal Horticultural Society at Vincent-square, but, doubtless owing to the long period of drought experienced at a critical period, there was but one

FIFTY YEARS IN ONE CHURCH.

JUBILEE OF DR. WILSON OF WOOLWICH.

NOTABLE RECORD.

Woolwich has been all agog with the celebrations of Dr. Wilson's 50 years' ministry of the Baptist Tabernacle.

Wilson of Woolwich is known not only throughout the Free Churches of the country but far across the sea. Woolwich Tabernacle is indeed a local romance.

Fifty years ago Scottish student from Spurgeons' College began his life's work in a little chapel in Child-street, Woolwich. The congregation overflowed to a larger building on Polson's-hill, and then, nearly 30 years ago, the great tabernacle was built. Woolwich wondered at the courage of the minister who began such a colossal task, almost single-handed, but the building was completed.

Through the years the church has been a centre of social and religious enterprise.

It has housed the largest congregation in South London, assembling week by week, for public worship.

Long ago, when Mr. C. Booth wrote his survey of life in London, he placed among the foremost agencies of social reform Mr. Wilson's work, and his judgment has been confirmed by the verdict of the years.

Educational Work.

For many years Dr. Wilson was one of the progressive members of the London School Board. A true Scot, he was keenly interested in education, while in temperance work he has been an active leader.

The last time I saw Will Crooks in his little home in Poplar, we talked about the difference between the grip on a constituency of a politician and of a pastor, says a London writer. Will, in his inimitable fashion, described the politicians as elected with cheers one year and "chucked" out with jeers the next, but the minister, by his transparent sincerity, got a hold of the hearts of the people in another way. He illustrated his point by a reference to Woolwich.

Wilson, he said, contests an election twice every Sunday and wins every time.

During the war Dr. Wilson, with his wife, was continually engaged in caring for troops.

They have fathered and mothered great numbers of young fellows working in the Arsenal or in camp.

The jubilee celebrations began on Sunday with crowded congregations. In the afternoon Miss Ammon, daughter of Mr. Charles Ammon, M.P., deputised for her father. To-morrow the Mayor of Woolwich is giving a reception in honour of Dr. Wilson, and during the week there will be meetings and social functions.

In politics John Wilson stood by Mr. Lloyd George, and the Liberal leader has spoken in the Tabernacle upon several occasions.

AGE LIMIT OF AN EGG.

SPECIMENS FROM RUSSIA FRESH AFTER SIX WEEKS.

Fresh eggs and their age limit were discussed when the application of the National Farmers' Union and the National Poultry Council for an order making compulsory the marking of imported eggs was heard before a committee appointed by the Ministry of Agriculture.

Mr. D. S. Carmichael, witness for the Scottish Egg Trade Association, which opposed the application, contended that the application was premature.

"We have not yet put our own house in order," he said. He did not agree that the age-limit for a fresh egg was 14 days. He had frequently eaten Russian eggs, cooked in various ways, that were six weeks old, but were quite fresh.

The Chairman: I don't suppose you would say you eat them from preference, but rather by way of experience. (Laughter).

The hearing was adjourned.

exhibit. This was a group of fruit in baskets shown by Messrs. Laxtons, of Bedford, and included appetizing fruits of two new varieties, King George and Duchess of York.

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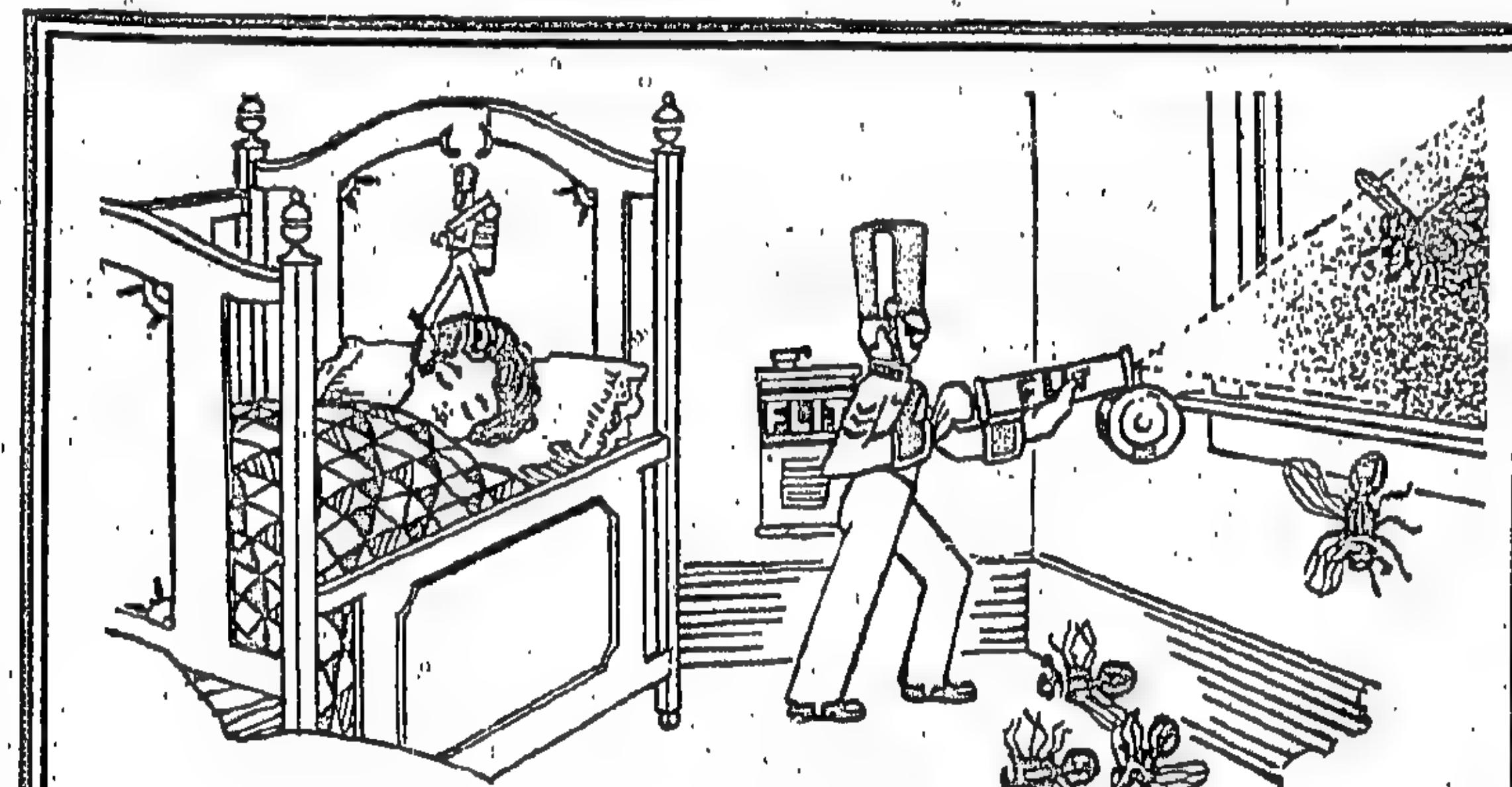
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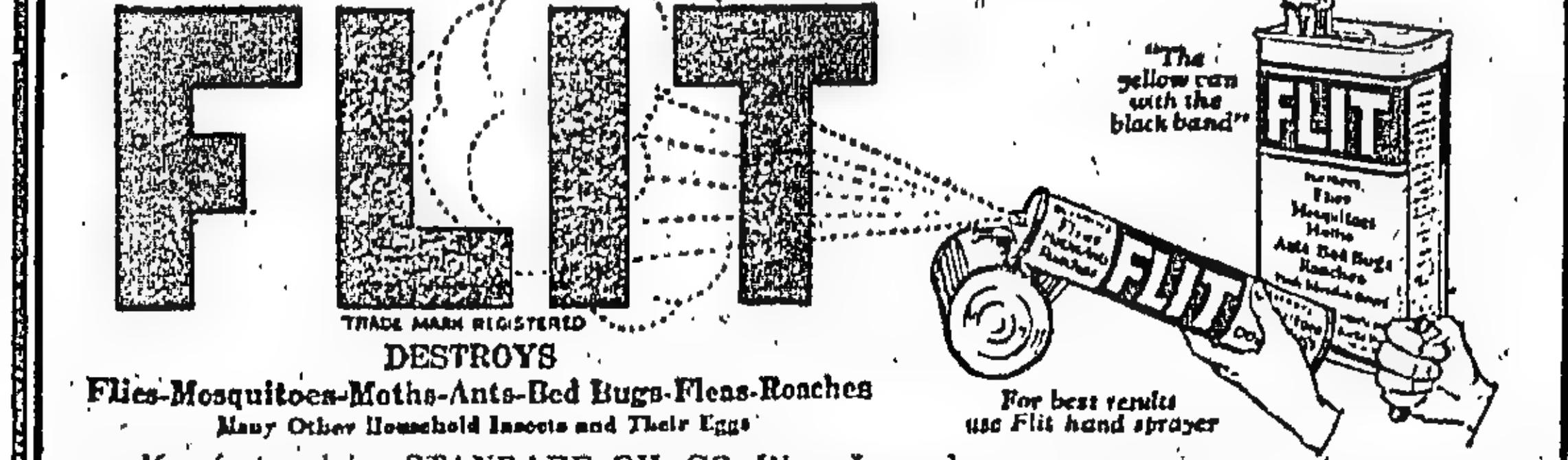
The fly lays its eggs in filth and, born in dirt and refuse, it comes direct to man to poison him and his food. Under the microscope can be seen its six hairy legs laden with filth and millions of disease germs.

The fly spray kills the flies.

Filth spray clears the house in a few minutes of disease bearing flies, mosquitoes, bed bugs, cockroaches, ants, moths, fleas and silverfish. It searches out the cracks where insects hide and breed, destroying their eggs. Filth spray kills moths and their larvae which eat holes. Extensive tests showed that Filth spray did not stain the most delicate fabrics. Filth is clean and easy to use, death to insects but harmless to mankind. It is economy to use Filth and avoid disease. For sale everywhere.

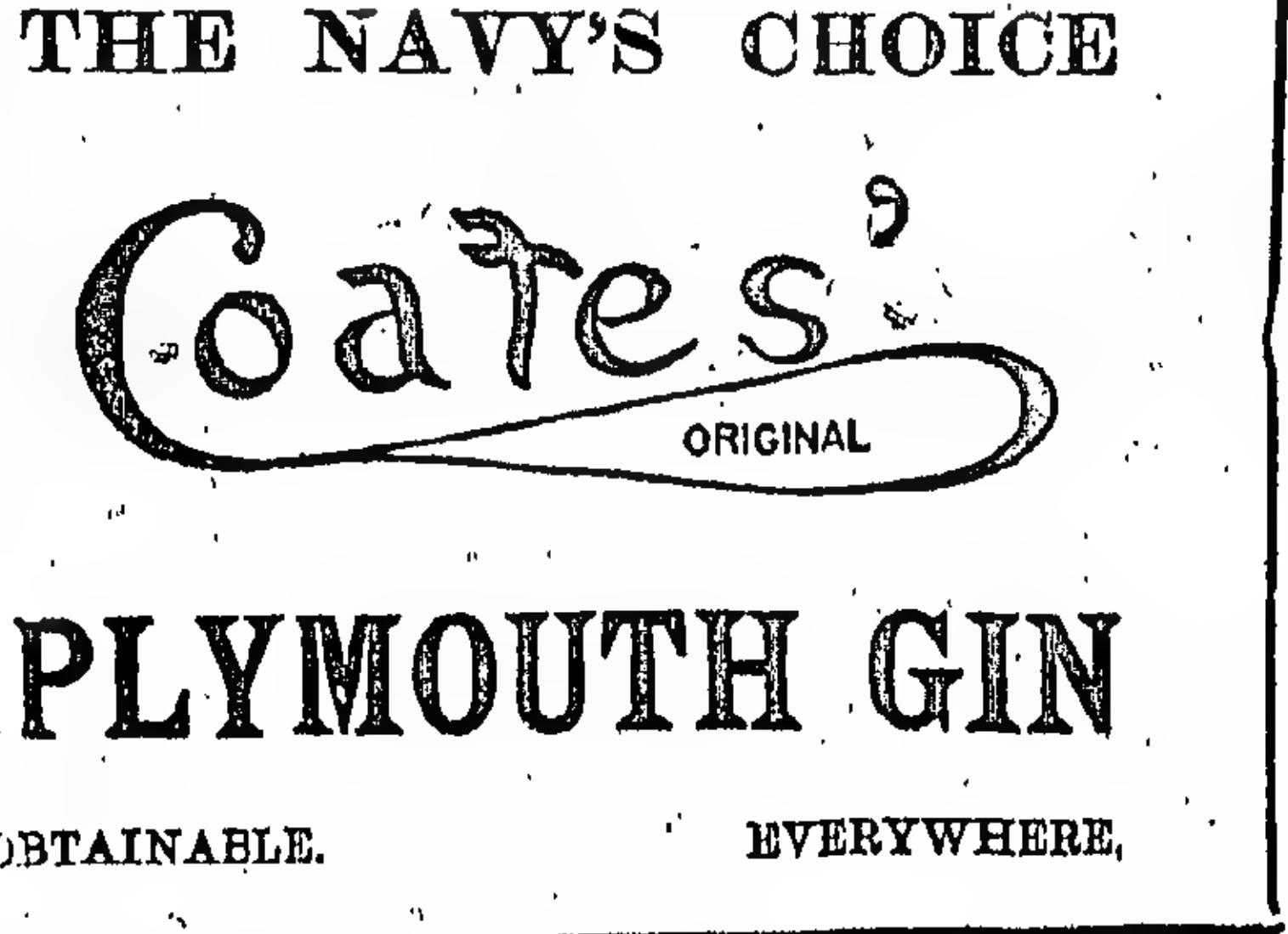
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The movie stars, who were notified to expect a 10 to 25 per cent. salary cut, are planning to resist the reductions by every possible means. Tom Mix, who is reported to receive £3,000 weekly, said: "Perhaps movies have been run on an extravagant and unsettled salary basis, but the fact remains that stars are stock-in-trade. I know what I am worth, and do not intend to accept any reduction." The player belonging to the Actor's Equity Organization Committee are headed by Conrad Nagel.

There was an amusing interlude at the meeting of the Royal Commission on Agriculture in India, when Sir Thomas Middleton asked Mr. A. E. Jarrett, of Jarrett Bros., the Indian cigar importers, if the trade had made any effort to have the duty on Indian cigars reduced. Mr. Jarrett replied: "We saw the Chancellor of the Exchequer, and he just smiled at us. Later we invited Lord Birkenhead to dinner, and gave him a good big cigar—the biggest he ever had in his life. (Laughter). He enjoyed it very much. Then the duty was raised."





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6 - 8	HP 2	"
7 - 12	HP 4	"
10 - 14	HP 4	"
16 - 20	HP 6	"
20 - 24	HP 4	"
28 - 36	HP 6	"
20 - 45	HP 4	"
40 - 70	HP 4	"
40 - 70	HP 6	"
60 - 100	HP 6	"

Overhead Camshaft and
Valves, Detachable Heads,
Offset Cylinders. Maximum
Accessibility, Complete
Outfits; Silent and
Vibrationless

The last word in design and Manufacture

Ultra Competitive Prices

DODWELL & Co., Ltd.

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ALBUM OF 40 VIEWS—\$3.00
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BEST SELECTION IN HONGKONG.

MEE CHEUNG.

Studio, Ice House St. Branch 7, Beaconsfield Arcade.

"RICKSHAW" BRAND
CEYLON TEA
Cheapest and Best
From all leading Compradores.
PRICE \$1.00 PER LB.

Be Guided by the Quality—Not the Price.

GENUINE
"KUMALAE" GOLD MEDAL
(HAWAIIAN MAKE)

UKULELE

PRICES RANGING
From \$18 to \$25

KOWLOON MUSIC STORE
KOWLOON HOTEL BLDG. KOWLOON

MASSAGE HALL
MRS. S. UZUNOYE
Expert Masscuse
37, Queen's Road, C 2nd floor

NEW DESPOTS OF RUSSIA.

VISCOUNT GREY ON THE SOVIET POLICY.

"LET IT ALONE."

Viscount Grey of Fallodon, at an Aldwych Club luncheon, at the Connaught Rooms, dealt with the question of the world revolution as promulgated by the Soviet Government.

Having been Foreign Secretary for ten years, Lord Grey could speak with unrivalled experience on this question, which, as Sir Charles Wakefield, the chairman, said, profoundly affected the peace and prosperity of Europe.

Lord Grey said he "desired to treat the situation in Russia as dispassionately as possible, and not controversially. And one fact ought to be remembered: the Bolsheviks did not displace the Tsar's Government; that was done by Kerensky and Miliukoff, who worked for a liberal and democratic regime. They were turned out by the Bolsheviks, who set up another and stronger despotism, worked by the same machinery that used that the Government of the Tsar, and perhaps more efficiently.

Roots of Democracy.

The policy of world revolution was bound to fail in this country. It was easy enough to upset the regime of Kerensky. Democracy had no chance of getting its roots into Russia. Russia had been used to despotic government, and being prostrate under it, and therefore it was quite easy for the Bolsheviks to seize power.

"But when you come to a country like ours, where personal liberty has been enjoyed for centuries, and where Parliamentary Government has its root deep in the life of the people, it is a very different thing to upset that.

"The policy of world revolution will fail because it is anti-national. That is why it is breaking down in China."

Our Proper Policy.

"What shall our policy be in future? I am strong on this point, that our policy should be, as far as the internal affairs of Russia are concerned, to leave them absolutely alone.

"There were people who said it was a mistake to break with Russia the other day. There was a good deal to be said on both sides, but the thing had been done, and he hoped no British Government, to whatever party it might belong, would resume relations with Moscow on any footing which was not genuine and sincere.

Lord Grey concluded with a tribute to the Press.

"For several years past," he said, "reading with my own eyes has been so laborious and difficult that I have been unable to read anything in *extenso*, and that has made me aware of one great merit of the Press in this country—the admirable way in which in a short compass a man suffering from the disability from which I suffer can keep in touch with all the most important things that are going on in the world.

Over 1,000 men will be employed for 12 months in the construction of these machines.

The sets, which are to be made by the Metropolitan-Vickers Electrical Company at a cost of about \$250,000, will have generators larger than any hitherto installed in this country.

Each set will consist of a steam turbine of nearly 50,000 horsepower driving a generator which will convert the mechanical power into electrical energy.

The rotating part of the turbine and generator will revolve at a surface speed of four miles per minute or 240 miles an hour.

The General Post office is for the present held at the Two Black Pillars in Bridges street over against the Fleece Tavern, Covent Garden, till a more convenient place can be found in London.

A correspondent also sends a reference to the newspaper the *Intelligence* of 1648, reporting the escape of Lord Capell from the Tower, and ending, "100 li promised to such as shall return him a prisoner."

This, however, appears to be a report of a public notice, rather than an actual newspaper advertisement.

COL JNEL MURDERED IN EXPRESS.

MAN LEAPS FROM TRAIN-REVOVER IN HAND.

A distinguished and wealthy officer, Lieut.-Colonel Sauvage, professor at the Paris "Ecole de Guerre," was recently murdered in the Cherbourg-Paris express.

Another passenger, who leaped from the train, revolver in hand, is said by the police to have confessed to the crime, but to have refused to reveal his motive.

The express had just passed Bernay (Department of Eure), about 1:15 a.m., when two gendarmes saw a passenger jump from the train.

He fell on the embankment and was found unconscious, grasping a loaded revolver in his right hand. When he recovered he gave his name as William Jean Louis Follain, aged 21, and said he had attempted to commit suicide.

As the train was approaching Paris, at about 4 a.m., a naval quartermaster, taking a stroll in the corridor, found the colonial dead, with a bullet wound in his head. As 3,800 francs were still in his pocket-book and a gold watch in his waistcoat pocket, it was believed at first that he had committed suicide; but as no revolver was to be seen the police came to the conclusion that it was a case of murder.

The Police Commissioner drove to Bernay and questioned Follain, who is said to have confessed, but declined to describe the crime or declare its object. The police are inclined to believe that the criminal wished to avenge some relatives sentenced recently by court-martial.

The following is taken from the "London Gazette" of 1665:

That excellent, and by all physicians approved, China Drink called by the Chinese Toha, is sold at the Sultane's Head, a Copiale House in Sweetings Rents by the Royal Exchange, London.

ADVERTISEMENTS OF GREAT PLAGUE.

"POWDER TO BE BURNT INTO A FUME."

FIRST DISH OF TAY.

Quaintly worded and enter-taining newspaper advertisements referring to the Plague and the Great Fire of London are forwarded to the *Daily Chronicle* by readers who claim them to be the earliest advertisements of their type.

A few days ago the honour of being the first newspaper advertisement was claimed for one discovered in the files of a Fleet-street office. It was dated 1696. Below are advertisements dated 1658, 1665, and 1666.

The following is taken from the "London Gazette" of 1658:

That excellent, and by all physicians approved, China Drink called by the Chinese Toha, is sold at the Sultane's Head, a Copiale House in Sweetings Rents by the Royal Exchange, London.

"Of Sovereign Effect."

There is a Powder to be burnt into a Fume prepared by Mr. Eustace Burnby who received it from the Author of it, Doctor Tobins Whittaker, Physician-in-Ordinary to his Majesty, of the Sovereign effect against the Plague and also Contagious Diseases. That being conveyed to divers houses as were visited as free, in the Parish of Giles in the Fields, there hast not any person died out of the houses where it has been used, as is attested under the hands of Dr. Bowman, Rector and John Grey, sexton of the said Parish.

The powder aforesaid is to be had of Mr. Eldridge, against the George Inn, in Kings Street, Westminster, and Mr. Cordwain next door to Hinde Court in Fleet Street.

In the *London Gazette* of September 3-10, 1666, a memorable issue giving a lengthy account of the Great Fire, the following private advertisement was published:

Notice is hereby given, That Sir Robert Viner is now settled in the African House, near the middle of Broad Street, London, where he intends to manage his affairs (as formerly in Lombard Street) having by the good providence of God, been entirely preserved by a timely and safe removal of all his concerns, almost twenty-four hours before the furious fire entered Lombard Street.

This, too, was advertised in the same famous issue:

The General Post office is for the present held at the Two Black Pillars in Bridges street over against the Fleece Tavern, Covent Garden, till a more convenient place can be found in London.

A correspondent also sends a reference to the newspaper the *Intelligence* of 1648, reporting the escape of Lord Capell from the Tower, and ending, "100 li promised to such as shall return him a prisoner."

This, however, appears to be a report of a public notice, rather than an actual newspaper advertisement.

QUEER SECRETS OF A CASTLE.

EXCAVATIONS AT FAMOUS YORKSHIRE RUINS.

Richmond Castle, which majestically overlooks the Swale and will be much admired by pilgrims for the eclipse, is to be the scene of interesting excavations in the near future.

The castle is one of the best preserved Norman ruins in the land. Within its great walls are trim and vivid gardens and lawns, with incomparable views of the North Riding.

Its keep is intact, and was used in the great war successively as a prison for conscientious objectors and later as an ordinary military barracks.

Vandalism went even further and its second court was cut up in which allotments, pigsties and chicken-runs were erected, and it was used for rubbish heaps.

These latter disfigurements have long since been removed, but the barrack-like building remains.

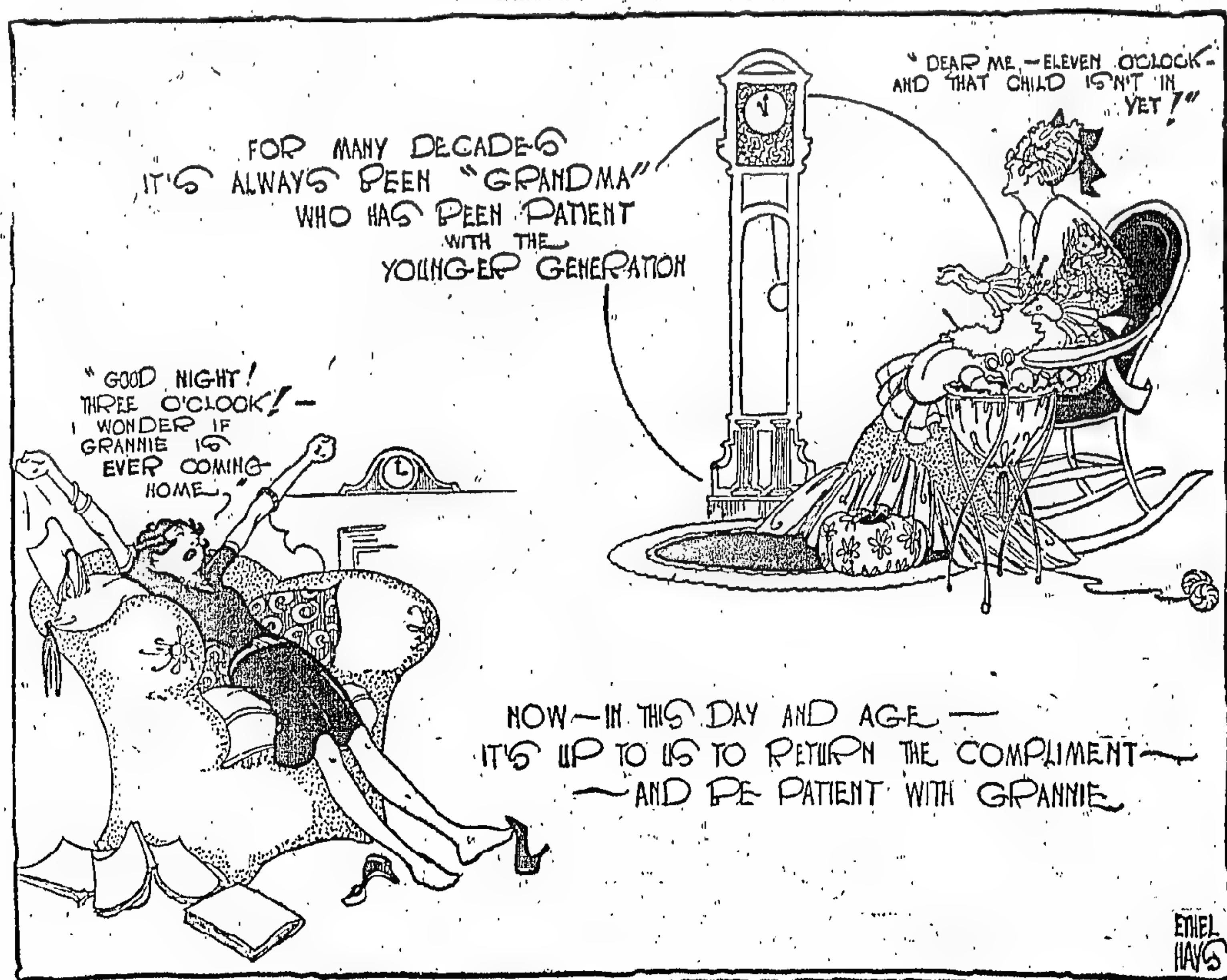
Since the housing shortage the barracks have been let off to poor people in flats, but it was to let to-day, says a London correspondent in mail week, that the last tenant had left the whole disfiguring lot to be pulled down and the site excavated.

They say that there are unexplored dungeons beneath the building, and also part of the residence and chapel of the White Canons—the monks who came to the Castle by order of John I. of Brittany to say masses for his soul and that of his wife Beatrice.

It is hoped that the building will be entirely vacated before the year is out, and the work of demolition and excavation, which should be undertaken by the Office of Works, will be undertaken by Alan the Red, a Saxon, it is built.

A jury of 12 empanelled to try an action in the Kings' Bench Division before Mr. Justice Swift had diminished to eight before the case was opened. First, a juror who had been warned to appear failed to do so, and was fined £5. Then a case was called in which the London County Council were defendants, and all other juror said he was employed by the Council and would rather not serve. Both counsel concerned in the case said that they had no objection to having the case heard before ten jurors. Thereupon two other jurors—one a woman—rose and said they were employed in the Education Department of the L.C.C. and asked if they could also be excused. Counsel said that they were prepared to have the case heard before as many jurors as his lordship could obtain. Excusing the latter two, Mr. Justice Swift remarked, "It will very soon come down to my trying this case by myself."

THEN AND NOW.



THEATRE ROYAL
A. STROK PRESENTS
BENNO MOISEIWISTCH
THE SENSATIONAL PIANIST
TO-NIGHT
(SATURDAY), August 6th,
VARIED PROGRAMME

MONDAY, August 8th,
CHOPIN RECITAL

Each night at 9.15 p.m.

Booking now open at Moutrie's.

Prices \$4, \$3, & \$2

LEO PODOLSKY
FAMOUS PIANIST

and
MME VERA MIROVA
PREMIERE DANSEUSE

ONE CONCERT ONLY

MONDAY, 8th. AUGUST at 9.30 p.m.

at the

Queen's Theatre

BOOKING NOW OPEN AT MOUTRIE'S

Prices \$3, \$2 & \$1.

STAR THEATRE

TO-NIGHT

and Sunday, August 7th.

at 9.30 p.m.

THE NEW

OUR CABARET

CHARLES CHAMIER'S

REVUE COMPANY OF TEN LONDON ARTISTES

in

66 COCKTAILS '99

The Little Revue in two acts by Harry Grattan.

BOOKING AT MOUTRIE'S AND THE STAR THEATRE

Prices \$3, \$2, & \$1.

Complete Change of Programme on Monday.

Buy
PURICO
THE UNEXCELED COOKING FAT

PROVED
best for
GROWING CHILDREN

NESTLE'S
MILK
FOOD

PERFECT NUTRIMENT FOR
GROWING CHILDREN

In
successful
use since
GRANDMA
was a
baby!

RECENT GERMAN
OPERA MUSIC.

SUCCESSFUL WORKS BY
MASTER MINDS.

In the world of German opera composition during the last quarter of a century, two names stand out with unrivaled prominence. They are Richard Strauss and Franz Schreker. The chief works of both composers—6 by Strauss and 5 by Schreker—fall within this period. Both composers are marked by great originality, but, while Strauss has gained international recognition and is already regarded in Germany as a classic, Schreker is looked upon as the leader of the younger generation and, in his pupil, Krenek, ("Zwingburg" and "Johnny spielt auf") has trained a most talented composer who promises to be of great significance for the further development of the German opera. Related to Schreker in style is Arnold Schoenberg, a symphonist who has become of importance, especially for the evolution of the opera as a musical work of art. His pupil, Alban Berg, showed, in his sensational musical drama, "Wozzeck" (1925), that atonality is a suitable instrument for depicting dramatic plots and exciting moments. The naturalized German, Busoni, exerted the greatest influence upon the rising generation rather by his theories than by his three operatic works, of which the never-complete "Doctor Faust" was the most striking. His pupil, Kurt Weill, shares with Krenek the leadership of the youngest school of German operatic composition, the aim of which is to combine absolutely unsentimental conception with strong dramatic effort and severe simplicity. Paul Hindemith, who has developed largely on lines of his own, and possesses real musical talent, has so far produced one work, the performance of which occupies a whole evening; this piece, called "Cardillac" (1927), is original in style and manifests great artistic capacity on the part of the composer.

Two elder masters, influenced like Strauss by Richard Wagner, remain to be mentioned. These are Hans Pfitzner and Max von Schillings. Their principal works, "Palestrina" (1917) and "Mona Lisa" (1915), have been performed time and again in all German opera-houses and, by the classic beauty of their music, have raised the names of their composers out of the sphere of discussion. The other composers, Paul Graener and Walter Braunfels, are characterized by a style of music and of conception emanating from the German romantic school; the repertory of the German operatic stage knows a whole series of their works. Temperately modern in style, and occasionally influenced by Wagner, is Reznicek, whose "Blaubart" and "Holofernes" proved a great success. Finally, the amiable and popular Siegfried Wagner (e.g., "An allein ist Hütchen schuld"—1918) still awaits general recognition.

Austrian Composers.

Among the Viennese, mention must be made of Franz Schmidt ("Notre Dame") and the highly gifted Erich Wolfgang Korngold. The latter is a young composer who mimics happily the characters of the German and the Latin peoples; his "Tote Stadt" met with success on all leading stages both in Germany and abroad.

It may safely be said that German performers have recognized more and more clearly, from year to year, the necessity for expanding operatic style and enriching the possibilities of expression. This naturally applies in the first place, to the orchestra which has played an increasingly important role; but it is also true of the choirs and the ballets and, above all, of the scenery, the staging and the engineering.

The most difficult task fell to the singers for the pieces which, in recent years, have been most

OUR DAILY TALK ON
HEALTH.

OUTDOOR EXERCISE GOOD
BUT DON'T OVERDO IT.

DISSIPATION NOT
RECREATION.

Man, like other domesticated creatures, did not always live in doors.

Modern investigations indicate that a certain amount of time out-of-doors every day is necessary for health. This period permits the person to inhale fresh air, to secure sunlight, and to indulge in moderate exercise.

One of the difficulties with the entire physical culture movement has been the creation of out-door fanatics, marathon runners, hundred-mile pedestrians and similar enthusiasts who believe that the road to health lies in the exceptional performance rather than in the ordinary activities.

No doubt, the hundred-mile walker is a healthful person or he could not walk a hundred miles, but the average man has little occasion to walk one hundred miles and does not need the hundred-mile equipment.

Outdoor exercise should be indulged in fairly regularly but not to the point of overfatigue, of irritating sunburn, or of undue exposure to the elements. The average person has sufficient consciousness of his body to realize when he is abusing rather than correctly using it.

For more than two thousand years students of human life have been urging that the secret of health is moderation in all things.

The in-door man succumbs much easier to exposure than the one who is used to spending at least some of his time out-doors. The pleasure of life may perhaps be equally divided into in-door and out-door sports. The recreations of in-door life provide excellent mental relaxation; the recreations of out-door life provide exercise and physical health factors that cannot be secured within four walls.

A change of occupation or of scene is frequently of value in promoting longevity, but dissipation is not recreation.

successful, have not been vocal operas but a species of musical drama, which made the severest demands upon vocal talent and paid less consideration to vocal tradition, least of all to the Italian.

But our singers have learned how to deal with the new phenomenon, and it cannot be gainsaid, that there is now a general recognition of the existence of the musical drama side by side with the vocal opera; while the latter is endowed with a species of immortality by reason of its use of the human voice as the dominating instrument of artistic expression, the former owes its efficacy solely to the dramatic gifts of the performer, thus affording the singer an opportunity of extending and developing his histrionic capacities.

There is one argument of weight

on the other side, namely, that

this change would increase the

hope of a uniform adoption of our

code in Continental play. The

position appears to be that our

neighbours on the Continent hon-

our us by using our code of laws,

but in doing so elect to introduce

this and one or two other varia-

tions, and to a large extent favour

the "contract" game; whereas, our

cousins in America have prefer-

red to frame a code of their own,

which introduces scores of minor

changes, few of which appear to

us, or to our neighbours, to be

improvements.

The barking of a little wire-haired terrier named Chips saved its master and mistress and a servant from death when the Barley Mow, a beerhouse in Northampton-street, Cambridge-road, Bethnal Green, was practically destroyed by fire. Mr. Fred Duke, the licensee, was awakened by the barking of the dog in the bar, and found the bedroom full of smoke. He aroused his wife and servant, and, covering their faces with wet towels, the three dashed down the burning staircase. Mr. Duke then endeavoured to find his dog, but it was not until the fire brigade had got the flames under control that he discovered its charred remains.

Sir James Barrie has saved from demolition a bit of old London, for the great dramatist's opinion has decided the fate of the famous silver frieze in the Berkeley Restaurant.

For three generations the frieze

has decorated this hotel room.

It was designed in the '50s, and is

in high relief, a record of sport-

ing scenes—rare subjects such as

pig-sticking, ferreting, hare-net-

ting and wild duck driving. It

is naïvely modelled, and the back-

ground is fashioned of trees.

Sir James is a frequent visitor

to the restaurant, and one night

recently he was told by Ferraro,

the manager, that the quaint frieze

was doomed. Sir James gazed

wistfully, almost mournfully, at

the pleasant silver woods, so

placed above the Charlestoning

dancers.

A Nerve Soother.

"Oh, Ferraro," he said, "I

shouldn't break that up. One

AUCTION BRIDGE
CHANGES.

"MAJORITY" CALLING ON
TRIAL.

It was announced recently that all clubs and bridge-playing circles had been asked to adopt "majority" calling from July 1 to October 31, and to report their members' views to the Portland Club by October 31.

A. London correspondent writes:

In our English game the bids rank in order of value and where values are equal the bid of higher number prevails. In the American game the bids rank in order of number, and where numbers are equal the bid of higher value prevails.

If it were simply a question of which is the more scientific or logical rule of precedence, such little advantages as could be claimed would be on the side of the English rule. It is the more scientific, because there are only six cases in which values are equal, whereas there are no fewer than 70 where successive bids of clubs, seven in favour of diamonds, and two in favour of hearts. How would the game be affected? Unquestionably the answer is that it would be a slower, simpler, and duller game. Slower, because the average number of hands to the rubber would be increased by 25 per cent, or more, with a corresponding increase in the length of time occupied. Simpler, because that little exercise in arithmetic demanded by the value rule would be eliminated and with it the chief risk of the underbid, with its interesting consequences. Duller, because we should be deprived of all that interesting finesse in bidding which is now provided by the value rule; there would be much less possibility of using the minor suit calls as inducements to proceed with "game bids," and it would no longer be possible to reduce the number contracted in the event of a double.

There is one argument of weight on the other side, namely, that this change would increase the hope of a uniform adoption of our code in Continental play. The position appears to be that our neighbours on the Continent honour us by using our code of laws, but in doing so elect to introduce this and one or two other variations, and to a large extent favour the "contract" game; whereas, our cousins in America have preferred to frame a code of their own, which introduces scores of minor changes, few of which appear to us, or to our neighbours, to be improvements.

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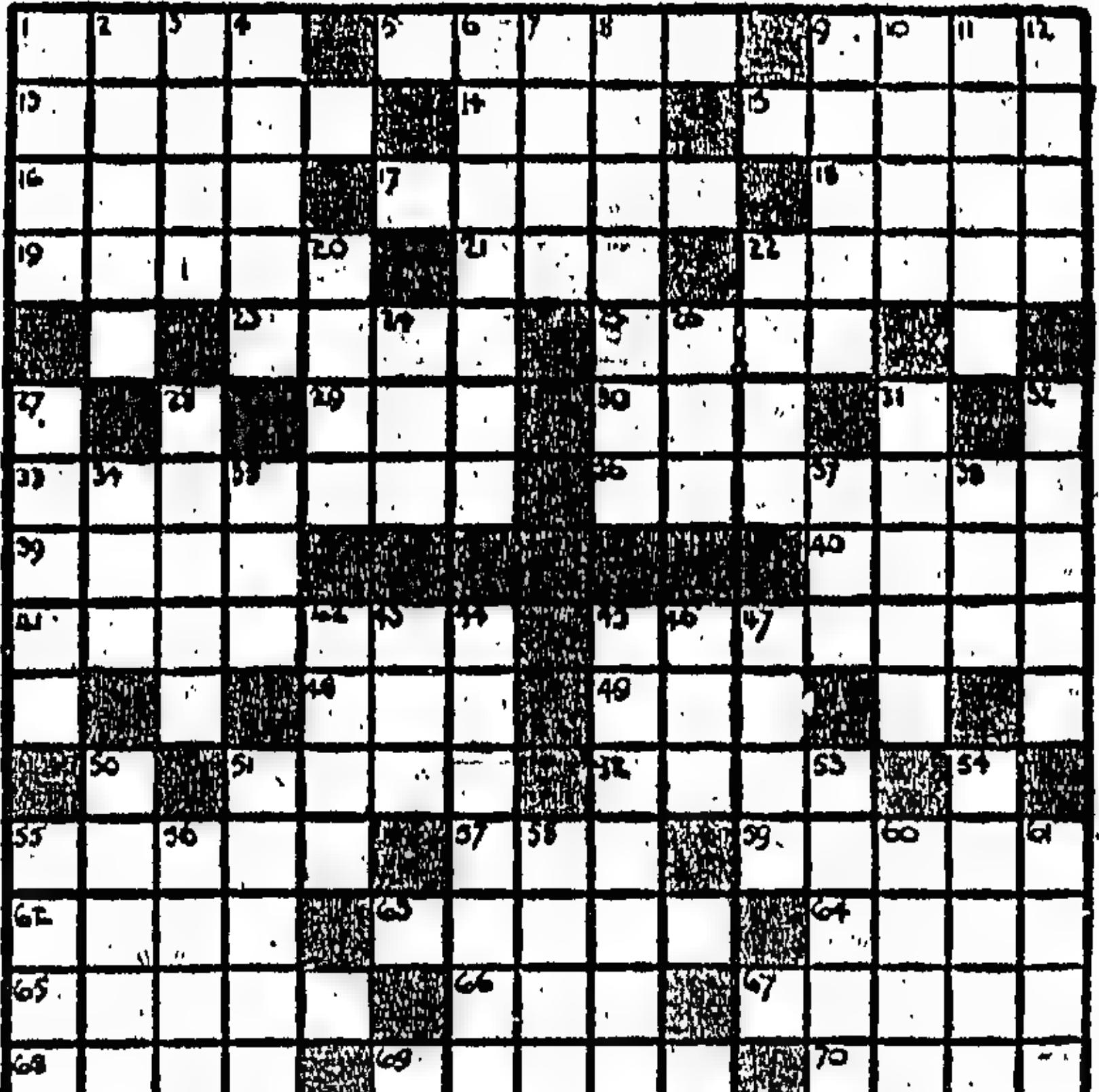
dancers.

A Nerve Soother.

"Oh, Ferraro," he said, "I

shouldn't break that up. One

OUR CROSSWORD PUZZLE.



Across.

1. Domesticated.
2. Angers.
3. Forced labourers.
4. Lord.
5. Glass-work.
6. Unit of work.
7. Epoch.
8. In front.
9. French coin.
10. One of a S. East African race.
11. Back.
12. Species of pepper.
13. In front.
14. Old French coin.
15. Drawn into close compass.
16. Very (mus.).
17. Human beings.
18. Collection of sayings.
19. South American port.
20. Mine.
21. Consumed.
22. Holes in the skin.
23. Prophet.
24. Exhale.
25. Skill.
26. Restraint.
27. Thrashes.
28. Sheet of glass.
29. Garden tub.
30. Consumed.
31. Consumed.
32. Plants.
33. Spike.
34. Two kinds of metal.
35. Metal on sword hilt which overhangs scabbard.
36. Length of existence.
37. Temporary deck.
38. Distinct.
39. Plants.
40. Cakes.
41. Greasy substances.
42. On the lee side.
43. Upright.
44. Wild plum.
45. Sear on a seed.
46. Greek good.
47. Aggregates.
48. On top of a Hindu pagoda.
49. Medicina.
50. Fight.
51. Lists of candidates.
52. Fortune-teller.
53. Fortune-teller.
54. Wild plum.
55. Greek good.
56. Aggregates.
57. On top of a Hindu pagoda.
58. Medicina.
59. Fight.
60. Lists of candidates.
61. Fortune-teller.

Down.

CHOCOLATES

By

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of
BOSTON

New Arrival

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PROTECT YOUR CAR
by installing a
"PYRENE" Fire
Extinguisher.
"PYRENE" will
kill fire without
damage to the
engine, woodwork
or upholstery.
Water spreads a
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inadequate and will
put the engine out of
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"PYRENE" Extinguisher is small
in size, light in
weight and easy to
handle.

"PYRENE" does
not deteriorate and is
always ready
for use.

Keep a "PYRENE" handy on
car and in garage.

Mustard & Co., Ltd.

Incorporated under the Companies
Ordinances Hongkong.Alexandra Buildings,
Des Voeux Road CentralThe
Hongkong Telegraph.

SATURDAY, AUGUST 6, 1927.

THE NAVAL FAILURE.

The outstanding reflection on the collapse of the naval limitation conference at Geneva is that the divergent views of naval experts have been allowed to count more than broad statesmanship. It does seem a great pity that the full conference was held before the naval experts of the three countries concerned had got together and examined their respective problems and evolved a rough working plan which could have been presented in the nature of separate reports to the plenary body. As it was the fully accredited representatives of the world's three leading naval Powers met in conference and broke up in disagreement—a fact which, no matter how much one tries to minimise it by the reflection that agreement was found on some minor points, is to be greatly deplored and one which will have the reverse of beneficial effect on the programmes of the smaller naval Powers. It is also to be questioned whether such a conference can break down without leaving a certain amount of ill-feeling between the peoples of the countries which could not agree, because it is inevitable that in stating how one's own policy is right, one must also state how the other's policy is wrong. And no people of any country like to be told that they are thinking in wrong lines. That the two countries to disagree should be the United States and Britain makes that disagreement all the more regrettable, inasmuch as there have been other causes at work of late which have had an estranging effect on the two peoples.

There is really no divergence in aim, there is only a difference of opinion as to what is the nature and size of each country's minimum requirements. We believe that there is at the back of the administrations of all three countries, a genuine desire to cut down expenditure on armaments and also a genuine desire to avoid war. But, inasmuch as all three countries know that in the present state of international relations war is at any time likely, each desire to be in a position which will best safeguard their vital needs if war should, unfortunately, come. The desire to cut down is there, and so is the desire to be left with what suits them best. That is the rock upon which the parity has been wrecked. Britain, with her long sea lines of communication and with the populous heart of the Empire utterly dependent for vital supplies on well-protected shipping, asks for numbers in preference to

size. She wants a numerous naval force to police the seas for her in time of need, and that is why she stipulated that she should be allowed 70 cruisers. She was prepared to have them small and armed only with 6-inch guns. On the other hand, America did not want numbers but she wanted larger ships and heavier guns. The role of her navy in the event of a war would be of a very different nature than would be the role of Britain's navy. It is well to keep clearly in mind this real reason for the failure of the conference, and we can afford to forget as being specious the statements of the delegates at the closing session when they said they "failed to understand" why Britain wanted numbers and America wanted gun strength. Of course they mutually understand but are not prepared to recognise and mutually adapt their formulas to a point at which they will meet. It is all very regrettable but, perhaps at the moment, unavoidable. There should be other attempts made based on broad and tolerant statesmanship and the recognition that war between America and Britain is unthinkable. One cannot help but admire and applaud the genuine attempt made by Japan to save the conference from failure, not only by the submission of a compromise but by her readiness to do all possible to meet the wishes of others. The spirit of an agreement was there, and failure came because of bad preparation.

A Chinese woman who attempted to commit suicide by jumping into the harbour off Connaught Road Central was rescued by Li Po, a seaman on board the launch "Man Sing." She has been taken to the Government Civil Hospital from 1st August, 1927.

DAY BY DAY.

THE WELFARE OF A PEOPLE DOES
NOT SO MUCH DEPEND ON WHAT THE
POOR MAN PUTS INTO HIS MOUTH AS
WHAT HE PUTS INTO HIS MIND.—
Hall Caine.

Among the passengers arriving to-day by the s.s. Kashgar from the North were Mr. G. T. Davies and Mr. J. H. Little.

The Hon. Mr. C. M. Messer is to act as Postmaster General, in addition to his other duties, during the absence on leave of Mr. M. J. Broon.

H.E. the Governor has appointed Mr. Robert Baker to be Manager and Chief Engineer of the Kowloon-Canton Railway, with effect from 1st August, 1927.

Mrs. C. E. Bailey of the Bible Depot is returning to the Colony to take up her work again. She will sail from Sydney on the Changtse in September, being due to arrive here about October 1.

A Chinese woman who attempted to commit suicide by jumping into the harbour off Connaught Road Central was rescued by Li Po, a seaman on board the launch "Man Sing." She has been taken to the Government Civil Hospital from 1st August, 1927.

"Butting Butler," Buster Keaton's delightful comedy of the young dandy who passed as a boxer to win the love of a beautiful girl and then found he had to fight the real champion, will be screened in the Queen's Theatre for the last time to-day.

The principal film at the World Theatre this afternoon is "Sun Up," a tale of the wild Carolina hills—where deadly feuds are still known to occur—which is being screened for the last time. The leading players are Conrad Nagel and Pauline Starke.

It is notified that, at the expiration of three months from July 30, the New Kowloon Cinema Theatre Company, Limited, and the National Optical Co., Ltd. will, unless cause is shown to the contrary, be struck off the register and the companies will be dissolved.

According to a report received by the Police, a man named Leung Chung, 20 years of age, the son of the owner of cargo boat No. 1820, fell overboard and was drowned while the boat was being towed from Kowloon to Wanchai. So far the body has not been recovered.

Dr. and Mrs. H. Leechmore Clift have gone to Haliphong for the time being. From there they are keeping in touch with their work in Nanning and Lungchow. Mrs. Clift has written that, in spite of persecution and difficulties the Chinese workers are carrying on bravely.

Lai King-cho, a salesman at a piece goods shop at 153 Queen's Road Central, has reported to the Police that on August 1 he entrusted another man with \$500 to go into partnership with him at another piece goods shop, situated at 167, Queen's Road Central. After receiving the money, however, the man disappeared and has not yet been found.

Showing at the Star Theatre for the last time to-day is Rex Beach's great story of the Yukon, "The Barrier," which will be screened in the continuous programme from 2.30 to 8.30 only, the new Our Cabaret having the stage at 8.30 for their revue "Cocktails." "The Barrier" has all the dramatic interest of the novel, and some of the incidents fibred are not a little thrilling, particularly the crushing of a ship in the ice floes. The photography of the snow country is also noteworthy.

The first promenade season at the Lee Gardens will be concluded with to-night's concert when the Band of the 1st Battalion the Cameronians will again provide the music. In addition to the selections by the Band, Pipers and Scottish Dancers, Astrof, the extremely clever impersonator will again appear. It is expected that a very large gathering will be present, and special arrangements have been made accordingly. The concert commences at 9 p.m.

EXCHANGE RATES.

London, August 6.

Paris	124.05
Brussels	34.93
Amsterdam	12.24
Stockholm	18.18
Vienna	34.60
Helsingfors	192.79
Bilbao	27.16
Bucharest	.785
Buenos Aires	47.25/32
Shanghai	2.6
Yokohama	1/11.5/18
New York	4.85 10/32
Geneva	25.21
Berlin	20.42
Copenhagen	18.14
Prague	163%
Madrid	28.68
Athens	370
Rio	6.27/32
Bombay	1/17/2
Hongkong	1/6.27/32
Silver (spot)	25.9/16
Silver (forward)	25%

—British Wireless.

TRAVEL SILHOUETTES.

Pictures in Charming Copenhagen.

One of the charms of Copenhagen is the clear atmosphere. The many steeples and buildings stand out in sharply defined lines, against a sky of the softest blue, so that one could almost imagine that piece of the vaulted roof had dropped to earth upon some of the famous porcelain of the city, which depicts various Danish landscapes in cobalt so naturally that they appear to echo the surroundings.

Perhaps it is the marvel of a coming sunset over the many lakes for which the city is noted, that seems to attract one for the moment. In the late afternoon, when the glowing light melts into rainbow tints and hues, the arches of the uniform bridges spanning Sorte-dam. So are silhouetted grey and sombre, while the frayed surface of the water in the foreground is a quiver in tones of amethyst as it reflects back the light.

As one walks through the streets of this capital, the many beautiful fruit and flower shapes arrest the eye. It seems hardly conceivable that in spite of the northerly position of the country on the map, such perfection can be attained, so nearly do they resemble those of southern cultivation, rather than of northern latitudes.

Walking is difficult in some parts of Copenhagen, owing to the number of bicycles. According to statistics, every fifty-fourth person is the owner of a motorcar and the remainder seem to have bicycles. There is every facility for their use. Cycle tracks are provided with an "up and down" path, on many of the city streets, and alongside the main roads, so that a tour can be made all over the country, with the assistance, too, of the ferry boats.

It is quite a usual sight to see a large family start off for a trip "on wheels," with a side car for the youngest member. In no other country has the bicycle survived as long as in Denmark. No wonder the railways are not very profitable. Even large pieces of furniture are carried by this iron horse.

One of the most popular walks is on Langeline (along the water front). The colouring is the most brilliant here, for there is a vista of many-coloured yachts, with sails folded, or outspread like the wings of a bird, in the basin or inner harbour, near the clubhouse, while along the Sound there is a continual stream of vessels passing by, and in the distance the coast of Sweden can be seen, like a long line shining and sparkling in the sunlight.

There is beauty at night also, when the electric lights and their reflections in the water seem to vie with the stars above, but no pen can depict the mysterious beauty at night of the older quays and canals which bisect the city at many points.

The sombre silhouettes of tall masts of vessels, the chug-chug of the engines of the little tug which has finished its work for the day, the discharge from its funnel hanging in the air; and the gabled seventeenth century houses, lining the quays at Nyhavn and Christian-shavn, add to the picture.

There is a somnolent silence here, breathing of repose, broken only by the echoing footsteps of the stray passer-by. The glimmering lanterns from the phantom-like vessels reflect in the still water, a long string of light, which, when disturbed, by a ripple on the shining ribbon, gives back a broad smile. The piles of barrels and goods cluttering the wharf make dark shadows over the paved walk, while a round moon looks down over the roofs, as if it appreciated the peaceful neighbourhood with its ancient waterway.

E. A. K.

ST ANDREW'S.

NEWS OF CHURCH
HAPPENING.

According to St. Andrew's Church Monthly Messenger, the Rev. and Mrs. Lindsay are living for time at 2 Dulcie street, Princes Road, Liverpool. Mr. Lindsay wrote recently to say that Mrs. Lindsay was in a nursing home. Their large circle of friends in Hongkong will hope that by this time Mrs. Lindsay has quite recovered from the effects of the operation and is back in the home circle.

Reference is also made in the magazine to the resignation of the Scoutmaster, Mr. T. E. Jackson, who sailed for England on sick leave. Mr. Jackson rendered valuable services to the Scouts during the past three years and it is hoped that he and Mrs. Jackson will be able to return to South China after their furlough, with health fully restored.

Two other regular members of the Church in Mr. and Mrs. Shirley have recently gone away. Mrs. Shirley, who gave willing help in the canteen sailed for England by the Macedonia, while Mr. Shirley went north with the Hermes. He is expecting to rejoin Mrs. Shirley in England before the end of the year.

The Church also lost several other friends by the departure of the Hermes among them being Messrs. Blake and Grove who gave valuable help with the choir.

POLICEMAN'S EVIL
ASSOCIATES.GETS HARD LABOUR AS
RAID SEQUEL.

When Sergeant Baker and the chief Chinese inspector raided 225 Hollywood Road, for the purpose of arresting certain bad characters, they found a Chinese policeman, named Wong Wong, in the kitchen, with his tunic open and his belt and revolver in his hand.

The policeman was charged before Major C. Wilson this morning with bad characters.

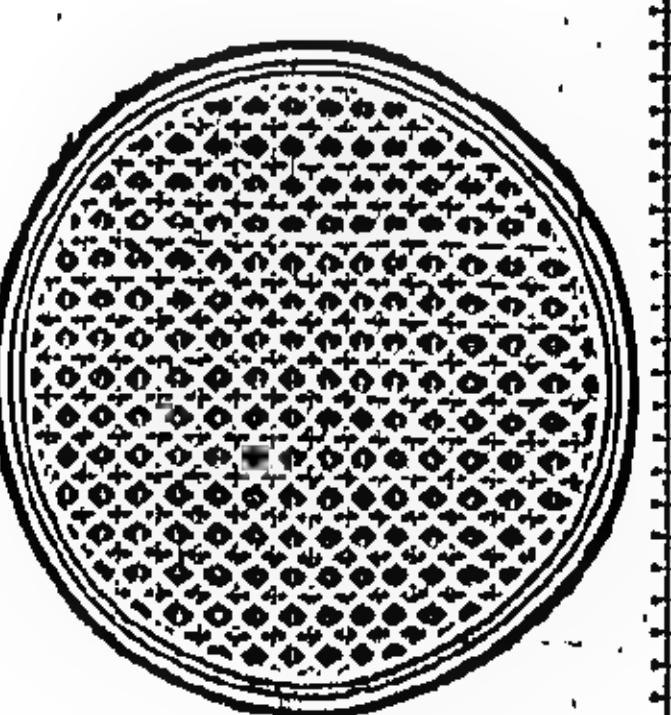
Mr. W. le B. Sparrow, who prosecuted, said that the defendant joined the police force in October 1922, and since then he had been reported many times. The man had been once before found in the company of bad characters, under somewhat similar circumstances.

Mr. Sparrow added that the offence was the more serious especially as the constable was supposed to be on duty at the time. During the raid a number of articles were found in the house, which the police believed to have been stolen from time to time. Several pawn tickets were found, and the police are making inquiries about these as well.

His Worship passed sentence of six weeks' hard labour on the Chinese policeman.

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MEN'S WEAR STYLISTS.



COUNTY CRICKET.

NEWMAN TAKES 16 WICKETS.

DIPPER'S DOUBLE CENTURY.

There were some very interesting features in County cricket play which began on Wednesday, the most outstanding performances being by Newman, the Hampshire bowler, who took 16 wickets for only 88 runs against Somerset, and the double centuries hit up by Dipper of Gloucester in their overwhelming win against Worcester, and by Parsons of Warwick against Glamorgan.

Lancashire improved their lead by soundly beating Middlesex, and Yorkshire could only get first innings points. Sussex declared a little too confidently against Essex and lost the match.

Playing against the New Zealanders, Hobbs added to his long and ever-growing list of centuries. The principal individual performances were:—

Batting.

Parsons (Warwick)	225
Dipper (Gloucester)	212
Holloway (Lancashire)	134
Serrurier (Worcester)	110
L. Crawley (Essex)	178
Lee (Derby)	100
Hobbs (Surrey)	148
Ducat (Surrey)	100
Mitchell (Yorkshire)	105
Quaife (Warwick)	115
Not out.	

Bowling.

Newman (Hampshire)	8 for 65
and	8 for 23
Lee (Derby)	6 for 65

NEWMAN'S FEAT.

Takes 16 Wickets Against Somerset.

Playing at Weston-super-Mare, Hampshire defeated Somerset by 236 runs. The scores were:—

Hampshire, 184 and 268.

Somerset, 135 and 81. Hampshire's easy victory was made possible mainly by the superb bowling of Newman, who took 16 of the home side's wickets for only 88 runs. In the first innings he took eight for 65, and in the second eight for 23.

WARWICK'S BIG SCORE.

Victory by Over an Innings.

Playing at Birmingham against Glamorgan, Warwickshire won by an innings and 79 runs. The scores were:

Warwick, 543 for eight wickets (declared).

Glamorgan, 181 and 283.

The only details telegraphed, show that Parsons made 225 and Quaife 155 for the winning team.

POINTS FOR YORKSHIRE.

A First Innings' Lead.

Playing at Leicester, Yorkshire led on the first innings against Leicestershire. The scores were:—

Yorkshire, 282 and 139 for four wickets.

Leicester, 276. The only batsmen to make a lengthy stay was Mitchell, who contributed 105 to Yorkshire's first innings' total.

LANCASHIRE GOING STRONG.

Easily Defeat Middlesex.

Playing at Manchester, Lancashire defeated Middlesex by ten wickets. The scores were:

Lancashire, 413 and 87 for no wicket.

Middlesex, 253 and 246.

For the champion county, Halesowen made 134.

GLOUCESTER'S BIG SCORE.

Soundly Trounce Worcester.

Playing at Bristol, Gloucester delighted home supporters by defeating Worcester by an innings and 169 runs. The scores were:

Worcester, 132 and 128.

Gloucester, 529 for eight wickets (declared).

For Worcester, the only scorer of note was Serrurier, who made 110, and for Gloucester, Dipper made a double century, his figure being 212.

ESSEX WIN.

Wrong Tactics by Sussex.

Playing at Leyton against Sussex, Essex won by seven wickets. The scores were:

Sussex, 275 and 238 for seven wickets (declared).

Essex, 243 and 277 for three wickets.

PROTECTION OF BIRDS.

A COMPLICATED BILL AT HOME.

THE EGG-COLLECTOR.

It is curious that such bewilderment and confusion exist upon what appears so simple a matter as the adequate safeguarding of our heritage of wild bird life, says a Home correspondent. Nevertheless, if a lover of birds unacquainted with the provisions made to that end since 1880 were to examine the whole controversy with an open mind, he might be excused for ordering an ice-bag. Since this impenetrable confusion must be injurious to the cause of protecting our wild birds, the only way of simplifying the issue is by arriving at a general principle which at once achieves the aim in question and commands itself to a fool's feeling and common sense.

There is no doubt that public opinion in this matter has advanced by giant strides since the 1880 Act. The people who both know and care about birds are far more numerous than they were fifty years ago. Therefore, the plain conclusion is that we want a new Act in closer conformity with this advance in public opinion.

The Soundest Principle.

The general principle which would compass this is that of total protection for all birds (excluding game birds) throughout the year, with specific exceptions varying from county to county to cover interests which are of unquestionable national importance. This principle has already been lucidly and reasonably set forth by the admirable Scottish Society for the Protection of Wild Birds, and I do not think that bird lovers can do better than to follow their lead.

On Monday the visitors will be the guests of the Chinese Recreation Club at an informal "At Home" at Causeway Bay. If possible some of the baseball players will meet local Chinese tennis players.

FOOTBALL.

THE SELECTION OF CHINA'S TEAM.

The first trial game between the football teams of the Chinese Athletic and South China, to decide who shall represent China at the forthcoming Far Eastern Olympiad at Shanghai, takes place at Sookunpo this afternoon. Capt. Austin, R.A., has kindly consented to referee the game, and bird lover knows to be the rare bird's most dangerous enemy. This is the present Bill does not do. We are, therefore, confronted with a wrong principle, which must fail to achieve its own end into the bargain.

Pros And Cons.

There are various other objections to the Bill as it stands of which the most serious are the abolition of existing county orders, the granting of licences to bird catchers, the reduction of the close season by one day from the existing regulations and by twelve days from the recommendations of the Departmental Committee of 1925, and lastly the omission of certain other very useful proposals made by the same Committee eight years ago.

These and other defects mark the loss of a great opportunity by a sequence of surrenders to certain vested interests.

On the arrival at Singapore of the Dutch mail from Europe three Cantonese aroused the suspicions of the Revenue staff and were arrested in a motorcar outside the examination shed at Tanjong Pagar. When searched three automatic pistols and 200 rounds of ammunition were found upon them and they were promptly handed over in custody to the Detective department.

When leading by 274 runs in their second innings, Sussex thought they could declare, but Essex decided to go out for the points and, thanks to a splendid 175 (not out) by L. Crawley, knocked up the required runs for the loss of only three wickets.

Playing at Northampton, Derbyshire beat Northamptonshire by nine wickets. The scores were:

Northants, 182 and 277.

Derby, 419 for six wickets (declared) and 41 for no wicket.

In Northants' second innings, Lee took five wickets for 65 runs. The highest scorer for the licensed bird catcher, is not one which will secure much warmth of feeling if it does.

BASEBALL.

HONOLULU CHINESE v. JAPANESE.

In the game between Chinese amateur athletes of Honolulu and the Japanese Club this afternoon, the line-up for the Honolulu Chinese will be as follows: Young K. Yuen, b; Afo Pung, ss; Lee Lai, lf; Peter Yeo, cf; Archlo Ho, lb; Edward Low, p; Clarence Chang, c; Kegnath Hee, 2b; Bunny Chung, rf; Brownie Chung, p; Yun Fong Ching, p; Abe Sang Liu, c; and Matty Chang, c.

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PATRONS: HONGKONG BASEBALL ASSOCIATION.

SATURDAY, August 6th,

2.30 & 4.00 p.m.

1. Hongkong Baseball Club v. South China "Tigers."
2. All-Around Chinese of Honolulu v. Japanese Baseball.

SUNDAY, August 7th,

2.30 & 4.00 p.m.

1. South China "Dragons" v. Filipinos.
2. All-Around Chinese v. U.S. Navy Baseball Team.

Admission: Holders of Membership Cards of Hongkong Baseball Association, 50 cents; Ladies, on South China A.A. Complimentary Tickets Only; Others, \$1.00 and 50 cents.

Management: South China Athletic Association.

A few Special Seats may be reserved at the Subscribers' Section for two dollars each game.

WEDNESDAY, August 10th,

4.30 p.m.

1. All-Around Chinese of Honolulu v. South China "Dragons."

SATURDAY, August 13th,

2.30 & 4.00 p.m.

1. Hongkong Baseball Club v. South China "Dragons."
2. All-Around Chinese of Honolulu v. All Hongkong.

HEROES OF B.C. 1200.

HIDDEN SECRETS OF NAPOLEON'S ELBA.

Elba, the first of Napoleon's "Maroon Islands," has an ancient history which is now being unveiled.

Near Portoferraio, Elba, while the foundation for a wine cellar were being dug, an opening to a series of tombs, made of slate, has been uncovered.

Skeletons were found lying in rows.

Between the rows were ancient vases, in good condition.

This necropolis had been laid out on a hillside, above a series of grottos.

In the grottos are the foundations of an ancient city. It was probably from this Elba city that (as told by Virgil, Aeneid, X.), "Elba, a noble isle, with inexhaustible mines of iron, sent 300 youths expert in arms" to help Aeneas to fight the Latins, 3,000 years ago, before Rome was thought of (except by the gods and prophets).

Where to-day there are ruins there was at the time of the Trojan war flourishing trade centres.

Nearly 1,000 years after Troy fell, the present Portoferraio was the "Portus Argous" of the Romans. It was of such importance that in 453 B.C. the Syracusean squadron devastated that stronghold of Elba.

Beside the tombs and the grottos, there has been unearthed an ancient oven for fusing metals, eloquent of the island's fame in the time of Aeneas of Troy.

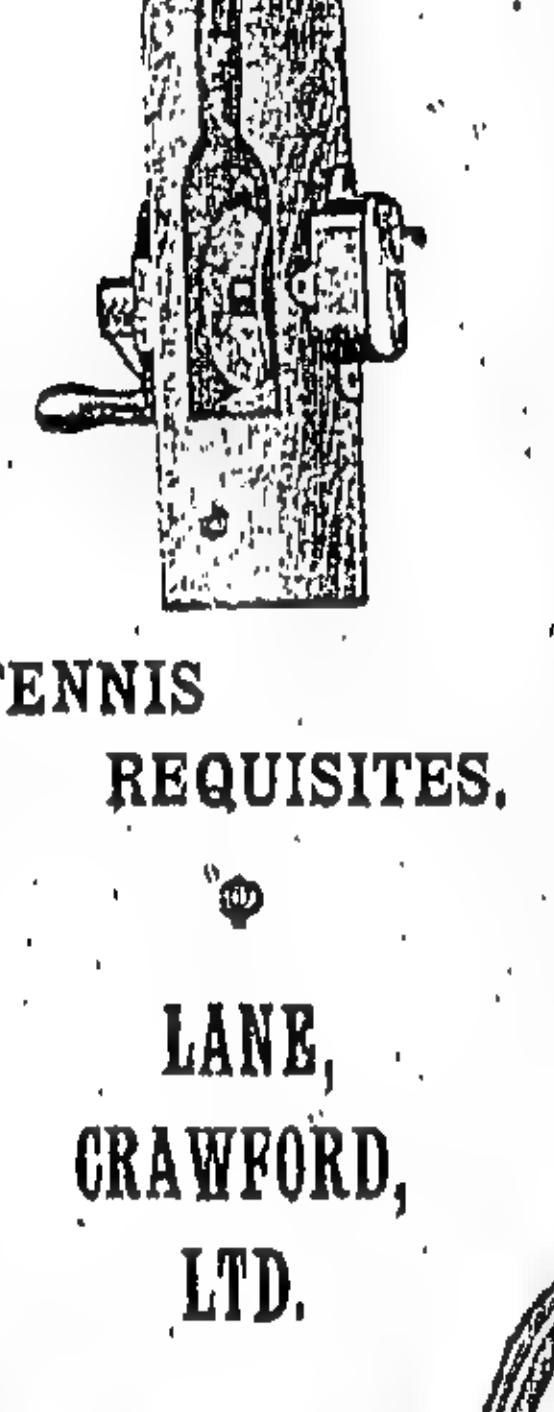


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Tsuyu Maru Friday, 12th Aug. at noon.

Tonyo Maru Monday, 22nd Aug. at noon.

Korea Maru Tuesday, 6th Sept.

*Calls Los Angeles, Omitting Honolulu.

LONDON via Singapore, Suez, Marsa & Ports.

Kitano Maru Saturday, 13th Aug. at 11 a.m.

Haruna Maru Saturday, 27th Aug.

Kamo Maru Saturday, 10th Sept.

SYDNEY & MELBOURNE via Manila & Ports.

Mishima Maru Wednesday, 24th Aug. at 11 a.m.

Tango Maru Wednesday, 21st Sept.

BOMBAY via Singapore & Colombo.

Seiyo Maru Tuesday, 16th Aug.

SOUTH AMERICA (WEST COAST) via Japan, Honolulu, Los Angeles, Mexico & Panama.

Ginyo Maru Saturday, 20th Aug. at noon.

SOUTH AMERICA (EAST COAST) via Dingapore, Capetown & Ports.

Kawakura Maru Wednesday, 10th Aug.

NEW YORK and/or BOSTON via PANAMA.

Tatsuno Maru Thursday, 18th Aug.

Calcutta Maru Thursday, 25th Aug.

LIVERPOOL via Singapore, Colombo, Port Said & Ports.

Lyons Maru Friday, 8th Aug.

CALCUTTA via Singapore, Penang & Rangoon.

Totori Maru Tuesday, 9th Aug.

NAGASAKI, KOBE & YOKOHAMA.

Tango Maru Friday, 19th Aug.

SHANGHAI, KOBE & YOKOHAMA.

Katori Maru Monday, 8th Aug.

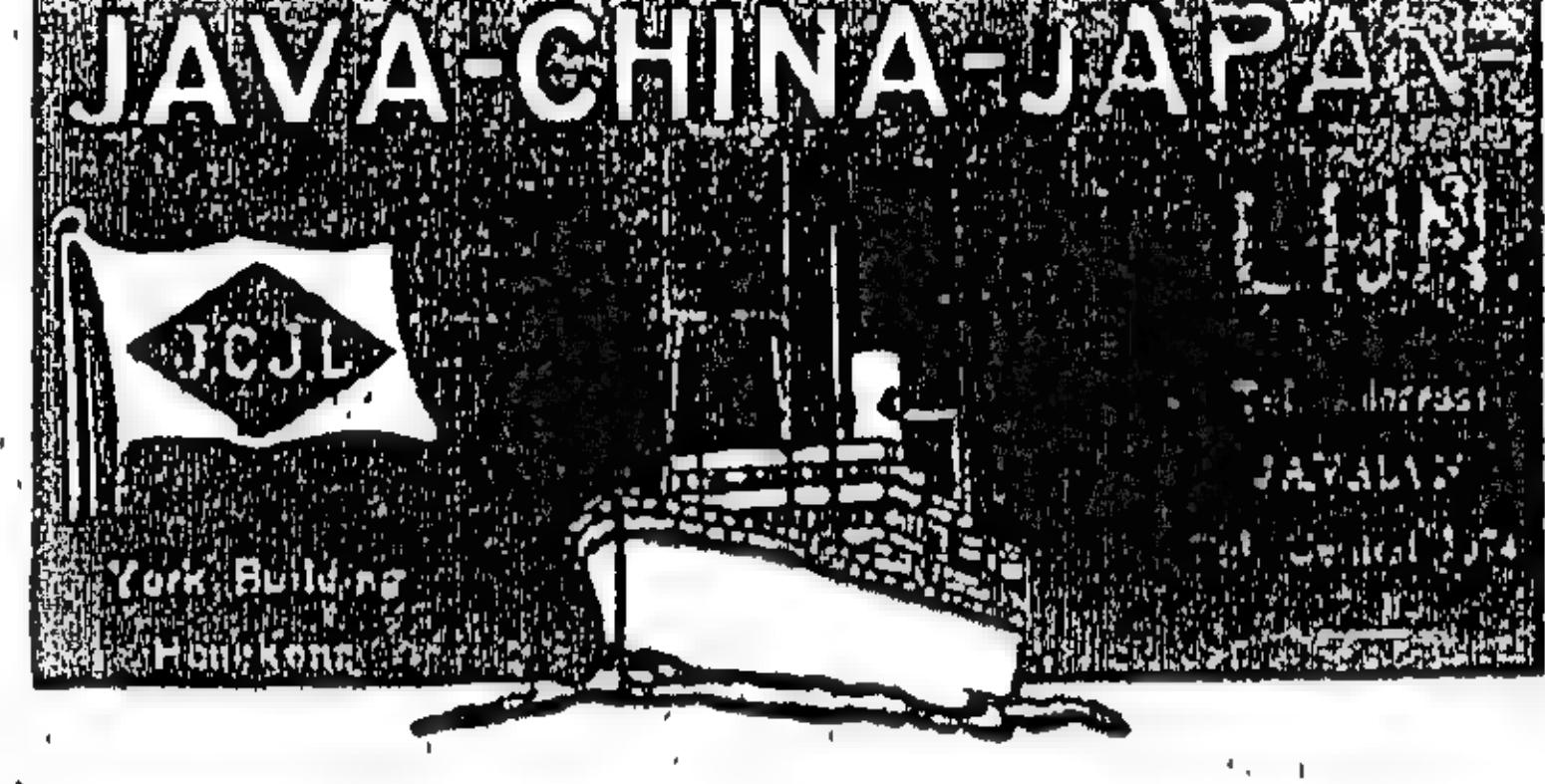
Akita Maru Thursday, 11th Aug.

Lima Maru Thursday, 18th Aug.

Atsuta Maru Tuesday, 23rd Aug.

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Tjitaroena	Shanghai	8th Aug	21st Aug	M'ksar & Java
Tjimanoeck	Java, Mscr	15th Aug	17th Aug	Amoy, N. China
Tjikini	N. China	15th Aug	17th Aug	Batavia
Tjikembang	Batavia	21st Aug	25th Aug	Shanghai
Tjondari	S'hai, K'lung	23rd Aug	25th Aug	Batavia
Tjitaroem	Java, Mscr	29th Aug	31st Aug	Amoy & S'hai
Tjisalak	N. China	29th Aug	31st Aug	Batavia
Tjikarang	Batavia	4th Sept	8th Sept	Shanghai
Tjikembang	S'hai, K'lung	6th Sept	8th Sept	Batavia
Tjibodas	Java, Mscr	12th Sept	14th Sept	Amoy, N. China
Tjimanoeck	N. China	12th Sept	14th Sept	M'ksar & Java
Tjisaroen	Batavia	18th Sept	22nd Sept	Shanghai

*Via Macassar

*Via Batavia

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SHANGHAI	Yuen Sang	Satur.	6th Aug at 6 a.m.
CANTON	Yun Sang	Satur.	6th Aug at 8 a.m.
SANDAKAN	Hinsang	Satur.	6th Aug at 11 a.m.
CANTON	Hopsang	Sun.	7th Aug at 1 a.m.
TSINGTAU Swatow & S'hai	Waihsing	Sun.	7th Aug at 10 a.m.
STRaits & Calcutta	Chiphing	Sun.	7th Aug at 11 a.m.
TIENTSIN	Hosang	Tues.	9th Aug at 3 p.m.
Kobe via Amoy, S'hai, Moji & Yokohama	Kutsang	Tues.	9th Aug at 5 p.m.
TSINGTAU Swatow & S'hai	Hopsang	Wed.	10th Aug at 10 a.m.
TSINGTAU Swatow & S'hai	Fooshing	Sun.	14th Aug at 10 a.m.
STRaits & Calcutta	Poosang	Wed.	17th Aug at 3 p.m.
OSAKA Amoy, Moji & Kobo	Namsang	Mon.	22nd Aug at 7 a.m.

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Queen's Building.

ALLEGED \$1,000 FRAUD.

SWINDLED CHINESE FIRMS TAKE ACTION.

The wholesale victimising of Chinese firms during the last month by what is stated to have been a spurious concern resulted in two Chinese being arrested and charged with fraud. The men, Chan Chak and Wong Ming-hoi, appeared for the second time before Major C. Willson at the Central Police Court yesterday afternoon when evidence as to delivery of goods was taken.

Sub-Inspector Andrews is prosecuting for the Police. Mr. Hin Shing-lo, instructed by Mr. G. R. Haywood is defending Wong Ming-hoi, the first prisoner not being represented.

Neither of the solicitors engaged was in court, it being understood that cross-examination of witnesses is being reserved.

The prosecution alleged that the defendants carried on business under the various firm names of Po Sang-wing, Sing Fat, Sut Tsai-kee, and Tai Fung-joong. The alleged defrauded firms are the Draman Leather Company, Queen's Head Central, the Nam Fung Knitting factory and the Min Ngai knitting factory, both at Yaumati, and the Po Seung shoe shop, Mongkok.

It is alleged that the defendants, by means of using the four firm names, obtained various goods such as leather suit cases, singlets, socks, shoes, and sacks, to the value of something like \$1,000.

Two leather suit cases and boxes which originally contained socks have been recovered.

Goods Delivered.

Yesterday afternoon witnesses spoke of delivering shoes, singlets, and socks to No. 4 Connaught Road West, and bills which ac-

INDIAN CASTES.

DIFFICULTIES AGAIN DEMONSTRATED.

A case interesting to those inclined to minimize the difficulties due to caste prejudice in the Indian Army was provided recently, when a death sentence pronounced by the local High Court on a Lance-Naik of the Military Hospital was commuted to transportation for life.

The Lance-Naik found occasion to correct two sepoys, who resented it because he was a Kukar, and therefore beneath their caste and they assaulted him. He complained to the Jemadar, who refused to let the Lance-Naik assault them. This he translated into action by murdering both of them in their sleep with a kukri.

This case is paralleled by the recent dismissal of 100 cooks in the Collegiate Institution at Lahore for refusing to cook for a student, because he was a Chamari.

Accompanied the goods were shipped, one with the Tai Fung-joong and two others with the Po Sang-wing. In one case the chop was made by the first defendant, and in two other cases by a man named Chan Shiu-ming. This man, explained Sub-Inspector Andrews, had absconded.

The fok who delivered the shoes said a man ordered 80 pairs the total value of which was \$154.50. He asked for payment but was told to call at a later date. He went again and was paid \$50 on account by Chan Shiu-ming, but after that he could not find a responsible person on the premises so he reported the matter to the Police.

Sub-Inspector Andrews said that was all the evidence he could offer at the moment. There was

SEAPLANE DEMON- STRATION.

RECEPTION TO GOVERNOR ON FRENCH WARSHIP.

The unusual spectacle of a seaplane poised in a seemingly inexplicable manner on the fore wing of the French naval warship now visiting the Colony exercised the minds of many of those who have crossed the harbour during the last few days. The riddle was solved yesterday afternoon, shortly after five o'clock, when the machine took the air, being launched from a catapult hidden from view. For a quarter of an hour the machine circled in the air, a speed of 90 kilometres being officially recorded before it descended on the surface of the water and was towed and hoisted aboard by a curiously-shaped crane.

The demonstration and flight preceded an official reception given by Captain Valet and his officers to His Excellency the Governor of Hongkong and other prominent naval, military and government officials of the Colony and their families. Flight Lieutenant Demougeot was the recipient of many congratulations when he rejoined the visitors, amongst whom, besides Sir Cecil Clementi and children, were the Hon. Colonial Secretary and Mrs. Southorn, His Excellency Major General C.G. Luard and Mrs. Luard, Commodore Pearson, the Hon. Mr. E.D.C. Wolfe and Mrs. Wolfe, and many naval, military and Government officials. The French Consul (M. Dufaure de la Prade) and many members of the French community also attended the function.

only one other minor witness who was sick, and he added, there was another charge which was being investigated.

The case was adjourned until Thursday afternoon next.



LONDON SERVICE

"MACHAON" 9th Aug. Marseilles, London, R'dam & H'burg.
"ANTENOR" 24th Aug. Marseilles, London, R'dam & Glasgow.
"PERSEUS" 6th Sept. Marseilles, London, R'dam & H'burg.
"RHEXENOR" 20th Sept. Marseilles, London, R'dam & H'burg.
"CALL AT CORKSHIRE"

LIVERPOOL SERVICE

"ATREUS" 20th Aug. Genoa, Havre, Liverpool & Glasgow.
"PEOGER" 15th Sept. Genoa, Havre, Liverpool & Glasgow.
"LYCIA" 29th Oct. Genoa, Havre, Liverpool & Glasgow.
"TITAN" 22nd Nov. Genoa, Havre, Liverpool & Glasgow.

PACIFIC SERVICE

via KORE & YOKOHAMA.

"PROTEUS" 13th Aug. Victoria, Vancouver & Seattle.

"TALITHIUS" 3rd Sept. Victoria, Vancouver & Seattle.

NEW YORK SERVICE

"MENTOR" 26th Aug. New York, Boston & Baltimore.

"GLACUS" 25th Sept. New York, Boston & Baltimore.

PASSENGER SERVICE

"ANTENOR" 24th Aug. Singapore, Marseilles & London.

"DIRECTOR" 5th Oct. Singapore, Marseilles & London.

"ABERDEEN" 14th Nov. Singapore, Marseilles & London.

"SARTORIUS" 30th Nov. Singapore, Marseilles & London.

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QUICKEST TIME ACROSS THE PACIFIC

TO VICTORIA & VANCOUVER.

SAILINGS 1927.

WHOLESALE
TOOTHSOME
TRY SOME



SO SIMPLE!



This large white hat of rough straw, with drooping brim bound with white velvet, owes its smartness to its extreme simplicity—a tailored white velvet band.

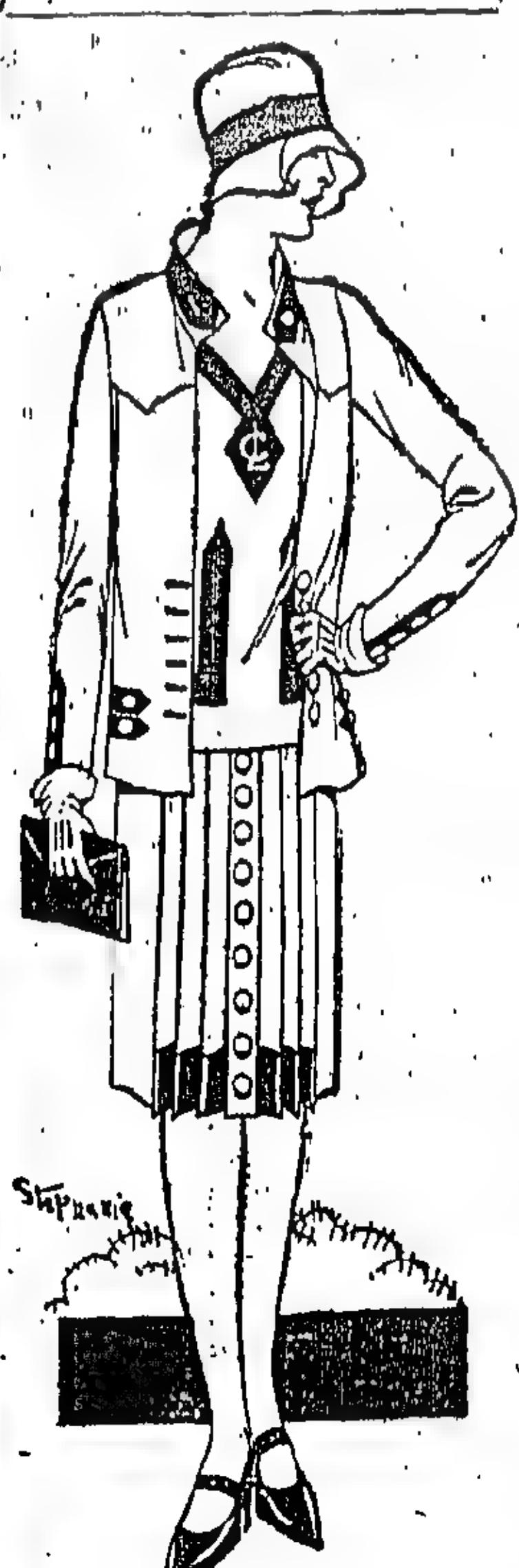
A NEW DEPARTURE IN GAS STOVES.

Fireplaces of Dutch tiles are to be found in most up-to-date houses, and they are justly popular, since not only are they beautiful and colourful, but they eliminate the unpleasant task of grate cleaning. Frequently, however, they are used in conjunction with gas or electric fires when the combination of faience and enamelled iron has not been too happy.

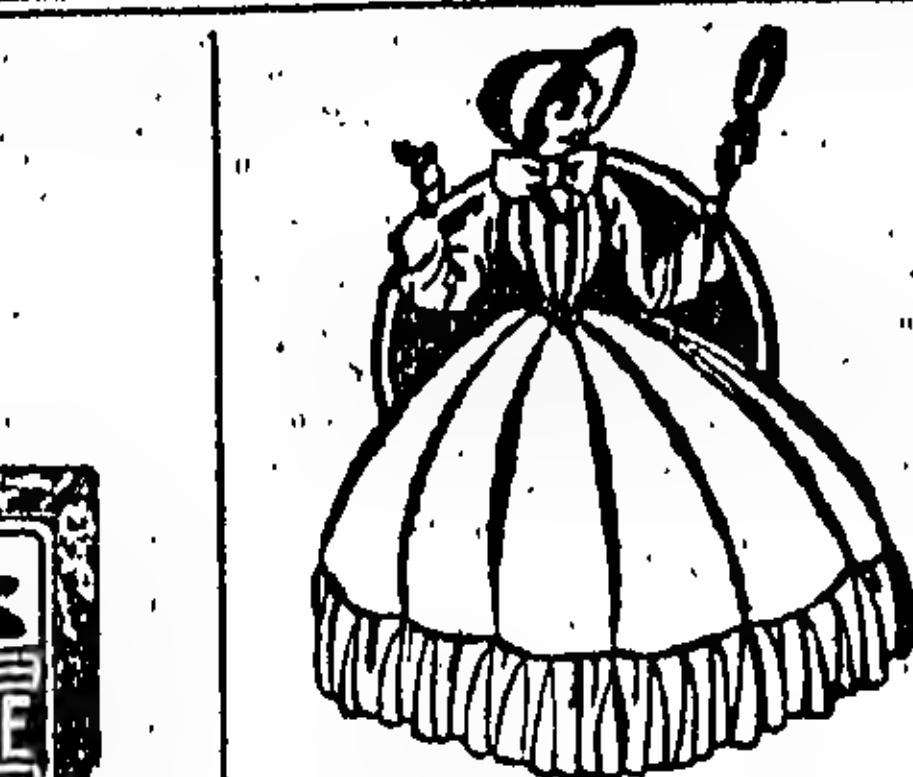
Now that objection no longer holds good, for well-known manufacturers have introduced gas and electric fires constructed of Delft faience and glazed in a large variety of colours, so that it is possible to match fireplaces and gas-stoves exactly.

Besides beauty of colour and form, these stoves embody new ideas in construction. The fuel hooks on to the back brick, which does away with the ugly metal supports found on most gas-stoves. The lower part of the stove is removable so that burners and injectors are easily accessible for cleaning and adjustment, and the feedpipe is hidden away out of sight beneath the hearth. The fire is slightly inclined in order to direct the maximum amount of heat into the room.

A CHARMING COSTUME.



A charming costume in cream and navy. According to climate and circumstances, cream or navy will constitute the material and the stripes, monogram, and accessories will be either the light or dark colour accordingly. A light-weight felt is the ideal complement.



SPANISH COOKING.

DISHES TO INCLUDE IN THE MENU.

ARROZ AN ACKNOWLEDGED SPECIALTY.

Although the *haute cuisine* of most civilised nations differs very little in the essential, every country has yet some acknowledged speciality dishes which can only be obtained to perfection within its borders and which are characteristic of it.

Everyone who has visited Spain will agree that it is the *arroz* (pronounced arruth), or rice dish, which can there lay undisputed claim to the title.

An *arroz* is prepared in much the same way as our kedgeree, but the ingredients added to the rice are varied to a degree—sweet pepper for colouring and sausage for flavouring, chicken or mutton cut into dice, tomatoes, chopped mushrooms, mussels in their shells, boiled peas or carrots are blended, and the whole, moistened with stock, makes an excellent and satisfying *platillo*.

How to Treat Savoury Pancakes.

A luncheon dish which might with advantage be added to our menus consists of small, unsweetened pancakes—not cooked so long as to crisp them, and about the circumference of a saucer—filled with cooked minced meat, rolled up, and placed in a flat fireproof dish. A rich white sauce is added and grated cheese sprinkled thickly on the top. After baking in a hot oven they are sent to table in the dish in which they have been cooked.

In the poorer provinces of Spain the food of the people varies little from day to day.

Year in, year out the culinary horizon is bounded by the home-made red sausage, and by *sopas*, slices of rye bread dipped in olive oil and boiled in a vegetable soup.

In the better class houses, however, there is more variety, and the following recipes may be utilised to advantage when the daily menu tends to monotony.

With Remains of Cold Meat.

A pleasant way of dealing with the remains of cold poultry or game, though lamb or veal could be substituted, is as follows:

Cut the meat into thick square pieces and prepare a good brown gravy. To this add half a small teaspoonful of lemon juice—the inevitable substitute for vinegar in Spain—and a tablespoonful of sugar. Heat the meat in the gravy without allowing it to come to the boil, and five minutes before serving add 2oz. of pine kernels, obtainable at any vegetarian store.

Newer Kind of Rissole.

Boulettes are a change from the ordinary rissole, as they are made with fresh beef or mutton put through the mincing machine and mixed with an equal quantity of sausage meat. Blend thoroughly and be generous with the contents of your spice box if you wish to obtain the correct and distinct foreign flavour.

Bind with an egg, form into balls, flour and fry.

Satisfying Breakfast Dish. And, lastly, a breakfast dish: fish, served with macaroni. Break the macaroni into short lengths, parboil over-night and in the morning heat in a saucepan with milk and butter.

Add the flaked remains of any cold fish, season and serve when the macaroni is thoroughly tender.

SUMMER STYLES.

WHITE IN MANY SHADES.

Oyster-white crepe satin is very much in evidence this season for dance frocks. Indeed, all shades of white—and there are many—were popular in the Rue de la Paix. It is predicted that we are in for a "white summer," especially at the smart seaside resorts such as Deauville and Biarritz.

Personally I am doubtful about the success of white frocks in Paris. The idea has been tried over and over again, and always found wanting. Paris, for some occult reason, seems to call for pale beige, dark blue or black-and-white, for day wear. At night it is quite another matter.

Dancing lingerie sets consists of extremely short bloomers and boyish form brassieres of matching crepe, lace or net. Colours favoured are pink, yellow, silver grey, black and green, the lingerie matching the colour of the gown.

WOMAN'S

WORLD

PICTURESQUE EVENING GOWNS.

CEREMONIAL SASH IS LATEST NOVELTY.



The frock on the left comprises a bodice of soft black satin and a skirt of black tulle. The bertha of old gold net, edged with fine lace and fastened with a ribbon rosette, is charming; so is the gold wig, though this is, of course, a matter of preference. Quite the latest thing in sash decorations for evening frocks is a ceremonial affair. It is a kind of alliance sash worn by diplomats, and the fashionable bunched bow worn at the side of a frock. The broad ribbon (with coloured stripes) is crossed over the left shoulder from the back of the waist to the right hip, where it is manipulated into a huge bow with long ends that reach the hem, or even below it.

OVER THE TEA CUPS.

(SPECIAL TO THE "TELEGRAPH" BY "JOAN")

London, June 30. Here we have a charming golfing outfit which combines the picturesque with the useful. The skirt of the model sketched was of beige light-weight kasha, as also was the coat, though you would use crepe de chine for the whole costume while the blouse part was cream crepe de chine. The sleeveless waistcoat—a feature of the latest models—was heavily embroidered in reds and blues and looked most effective. In certain circumstances one could substitute another kind of coat—suede, for instance, of the same colour; and some of these suede coats are most attractive and well justify the initial outlay, for they are not cheap.

And now we have a perfectly lovely cream and navy costume. Again, according to the exigencies of climate, you may make it navy and cream; but in any case it will look superlatively smart. It would be superfluous for me to detail it, because you can see where the strings of cream (or navy) are, and your own good sense will tell you whether the buttons and hat, monogram, stockings and gloves should be of the light or dark colour (yes, you can get navy gloves now if you want them, and very smart they look) so I leave it at that. I don't like the collar open, but I am quite sure it would look very smart buttoned up to the neck. If you are likely to wear it more open than shut, my advice is to revert to the plain tailored collar as being more elegant and less likely to become unfashionable overnight.

TRY THIS.

At the present moment there is very little of a social nature to tell you. Ascot with all its glories is over, and in the theatres it is a case of the survival of the fittest—and only the very fittest at that. One theatrical expert, in an effort to account for there being only twenty-eight in the stalls of an established success, came to the conclusion that it must be the counter-attraction of evening motoring. Whatever forces are at work, one thing is certain, and that is that from now until the Autumn—when we may expect an avalanche of new plays—is to be regarded as the "dud" season for plays and players. There used to be an idea that American and foreign visitors, aye, and which I must tell you that I once had a little Belgian cook-nursekeeper—that is the size of my staff!—who told me, rather seriously, I thought, whilst wrestling with a mayonnaise, in that her own country her master used frequently to drop in the kitchen and help her with the concoction. I said to myself—distinctly to myself, of course—"England, with all thy faults, I love thee still—and thank heaven our men keep away from the making of mayonnaise, unless it is their trade!" Well,

Readers of these pages do not need to be recommended by me to the books of Miss May Sinclair, for in one of her literary phases—and I think there are about three—she must appeal to everyone who can appreciate a well-told tale. My reason for asking the artist to sketch her this week is the drama-

PAINTING FURNITURE.

A VERY INTERESTING OCCUPATION.

NEW PROFESSION FOR WOMEN.

Furniture painting for women is, possibly, a new profession. In a top room in Hazlitt's old house in Soho the other day I discovered a young girl busily painting furniture. This early eighteenth-century house has been restored and filled with interesting antiques. It was here that William Hazlitt, the great essayist and critic, spent part of his life and where he died.

"I have always had a love for drawing and painting in all its branches," said the young artist. "This I must have inherited from my father, who all his life has spent much time as a designer in various branches of decorative art, and some years ago, seeing that I had a certain aptitude for such work, he encouraged me in those forms of it that are applicable to his own calling, such as painting all sorts of furniture, panels, and friezes.

Work Full of Interest and Variety.

"As a profession for women I consider it ideal, as it presents a life full of interest and variety and gives an outlook of more permanent employment than some callings. In the case of the firm with which I am now working, I have to be prepared for a great number of different forms of application of my work, and I have for some time past been studying and trying to perfect the creation of carefully thought-out and toned stipple colourings and paint for the decoration of rooms where they must perform the role of suitable settings for fine old furniture and furnishing effects.

Seeking Inspiration.

"For my inspirations, when opportunity offers, I tour round museums and similar places where examples of decorative art are to be seen, and I spend quite a good deal of time in studying old books and documents illustrating the works of past masters—such as Daniel Marot, Sir James Thornhill, and Angelica Kauffmann—as I feel that in the important question of furniture and house decoration there is a tendency on the part of the cultured public to extend a great appreciation towards work which has a feeling of the manner and methods of olden times.

Decorative Scheme that Gained Much Comment.

"In the spring of the year 1925 I had the interesting experience of carrying out a good deal of decorative work at the Wembley Exhibition, among which was the painting of a novel bathroom in the Australian section. Its theme was under-the-sea, the walls being blue-green growing paler towards the ceiling, to get the effect of daylight striking the surface of water.

"On the background are painted rocks from which seaweed appears to wave upwards as it would in water. Crabs and fishes, with bubbles coming from their mouths, complete the realism of the scene. The bath in this wonderful sea setting is of green marble.

"This bathroom created a good deal of comment and has been reproduced in several places. One of the greatest admirers of it was Lady Louis Mountbatten, who had a similar bathroom executed for her at Brook House."

V. H.

THIS WEEK'S RECIPE.

KRAFT PIMENTO-CHEESE SALAD.

1/4lb. Kraft Pimento cheese, 5 teaspoons cream, 1 teaspoon gelatine, 1 teaspoon cold water, green peppers, lettuce, salt and pepper. Soften the gelatine in cold water and dissolve over hot water. Add this to the cheese which has been rubbed through grater and made smooth and moist with cream, stuff peppers with mixture and place on ice. When very cold slice thin rings, and arrange on a bed of lettuce. Serve with French dressing.

WHOLESALE
TOOTHSOME
TRY SOME



MATCHING JEWELRY.



Chanel sponsors matching jewelry—such as this buckle and pin of pearls.

TRUNKS FOR THE TRAVELLER.

Trunks, made in the form of drawers are infinitely superior to the usual variety. The top one is deeper than the rest and it is made with partitions specially prepared to hold shoes and gloves, cosmetics and the sort of accessories that travel badly.

Feather weight kit-bags are a joy to the week-end. They are large enough to hold a couple of dresses and sufficient lingerie for two or three days. They are made in the shape of the gladstone bag, sometimes of snakeskin, at others of morocco or suede, although the first skin pays in wear for its extravagant price. They may be fitted or empty. Fittings range from exquisite enamel-worked bushes to plain wooden ones.

A bolster bag of leather, lined with cretonne and finished with a zipper fastener, is an excellent receptacle for the rug, sports odds and ends sticks and umbrellas that can never be packed in a trunk.

Small wardrobe trunks are excellent for the woman who requires a great many filmy clothes.

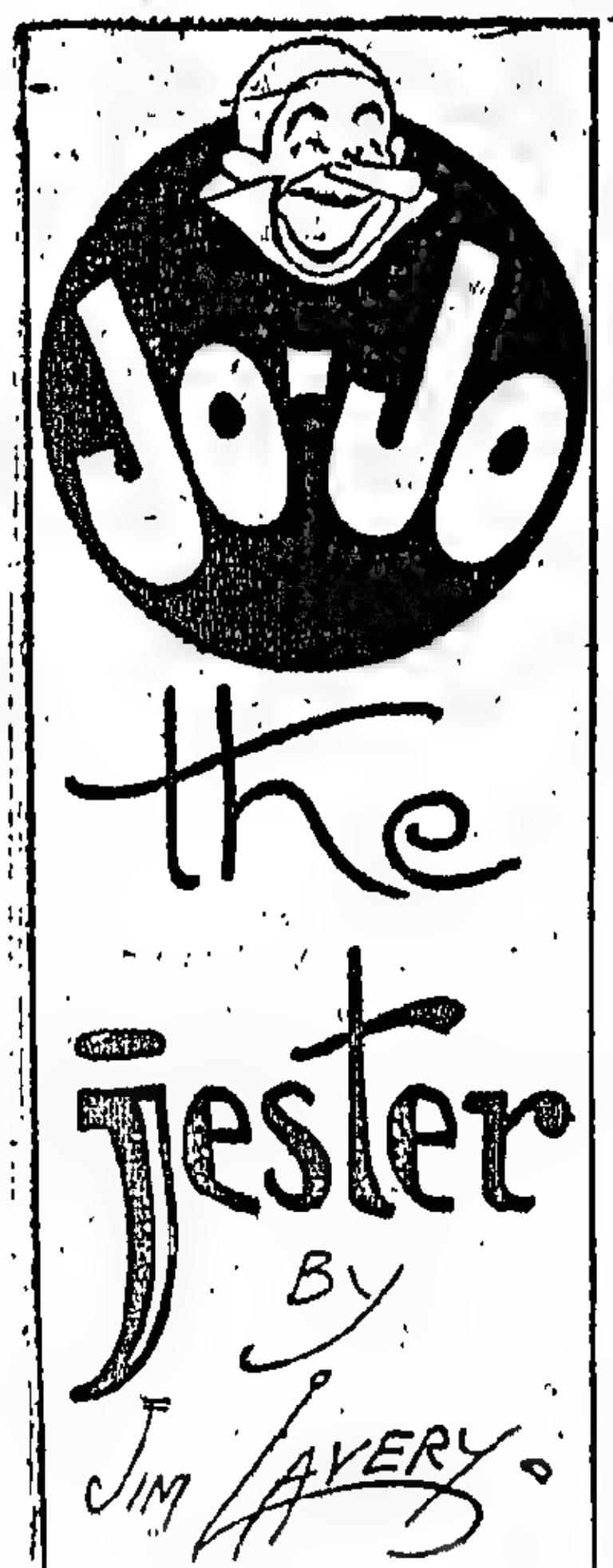
Hat boxes are delightful. They are feather-weight, which is a consideration, besides being gaily coloured and lined with a matching cretonne.

A little attache case which contains an iron, curlers and the means of heating these two necessities is invaluable to a woman when on holiday.

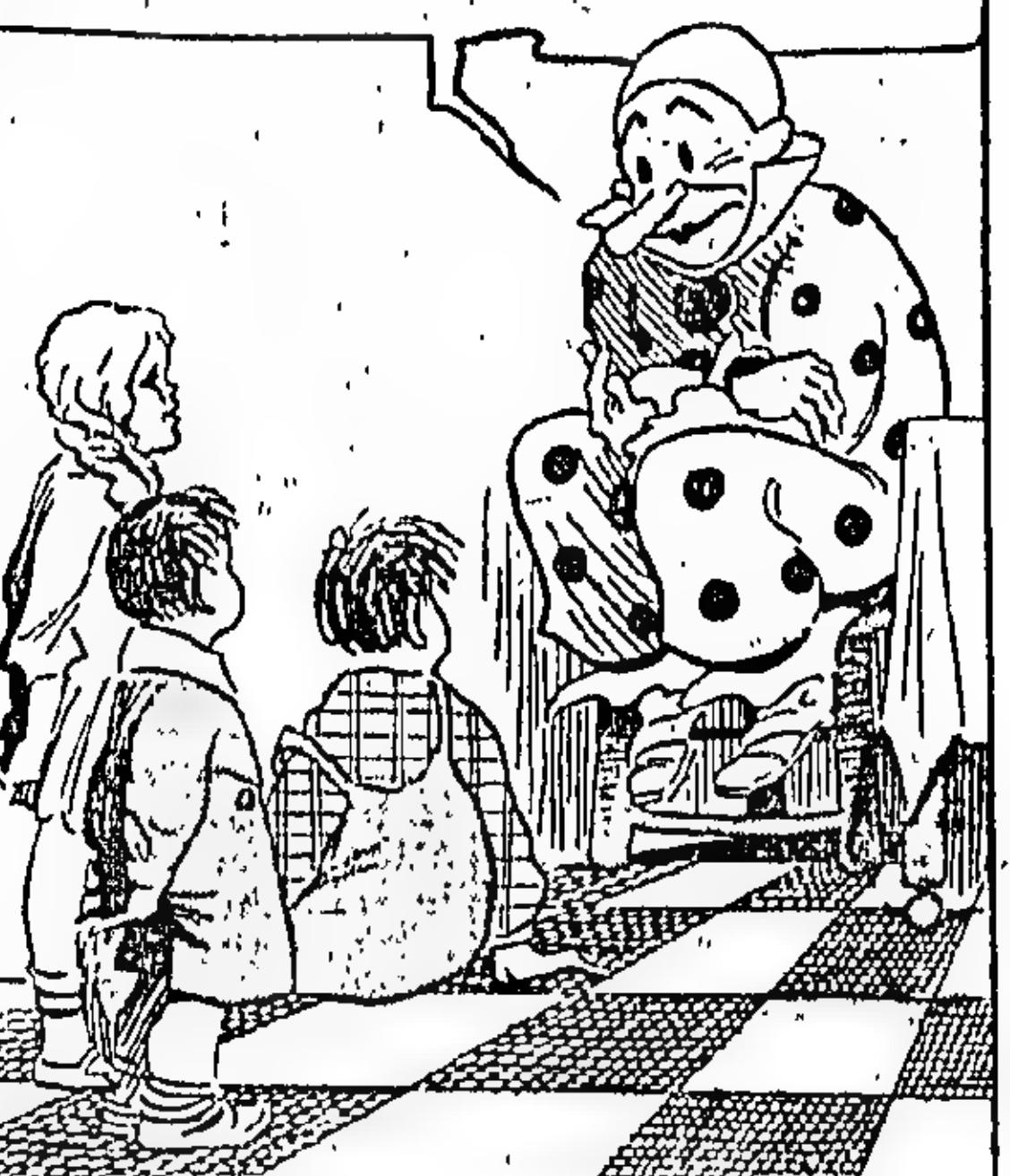
GOLFING OUTFIT.



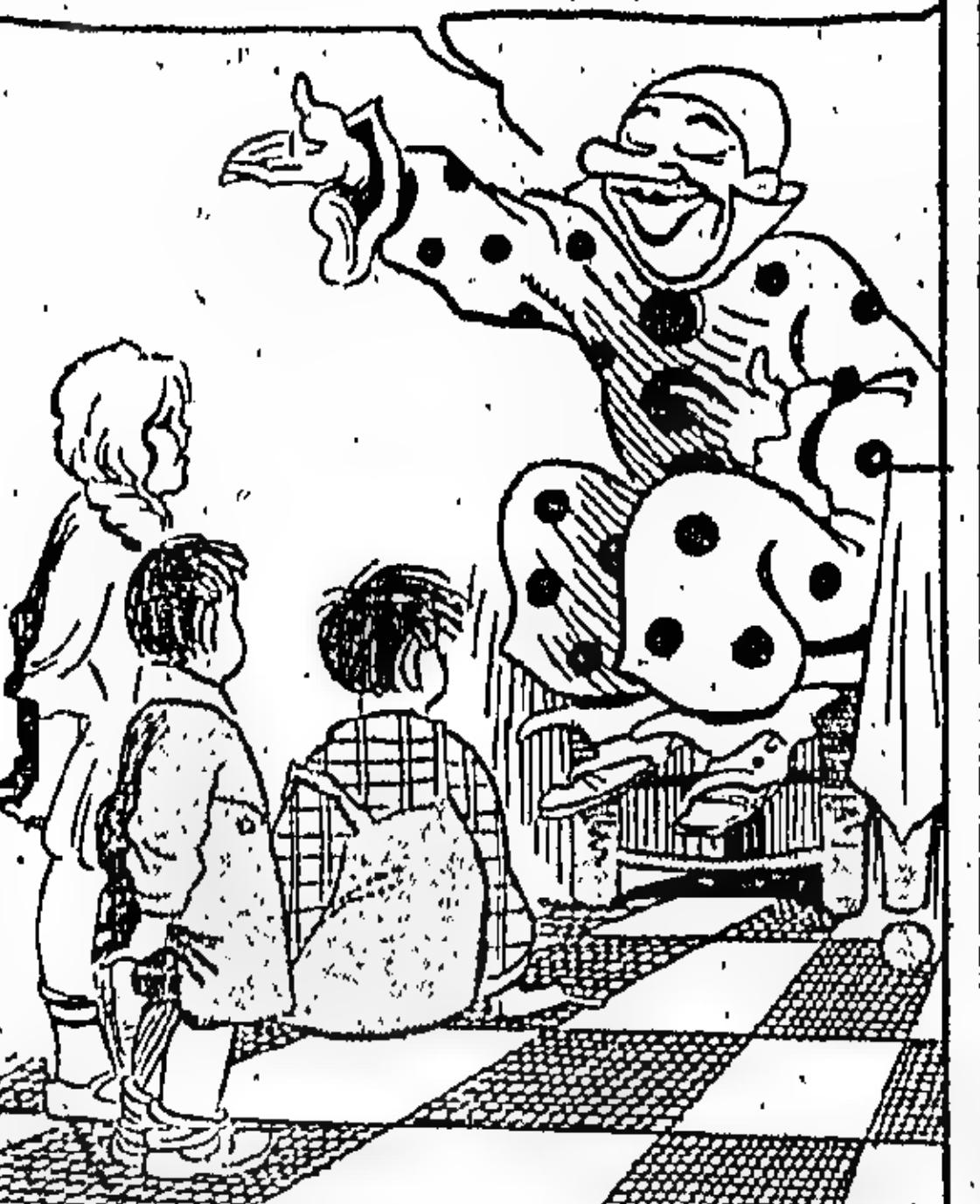
A charming golfing outfit which combines the picturesque with the useful. The skirt is of beige kasha, and this material also forms the waistcoat, while the blouse part is crepe de chine of a contrasting colour.



ONCE UPON A TIME, THERE LIVED A HANDSOME PRINCE NAMED WILLIAM AND A YOUNG PRINCESS NAMED JEAN, THEY BOTH DWELT IN THE KINGDOM OF HEARTS, JEAN WAS A BEAUTIFUL MAID, WITH EYES OF DEEPEST BLUE, HAIR OF SPUN GOLD.



SHE HAD TEETH LIKE ROWS OF PEARLS, AND THE SOFT PINK AND WHITE COMPLEXION OF A BABY. SHE WAS A DREAM, AN ANGEL SENT DOWN TO FILL WITH JOY THE HEARTS OF THOSE FORTUNATE ENOUGH TO GAZE ON HER BEAUTY.



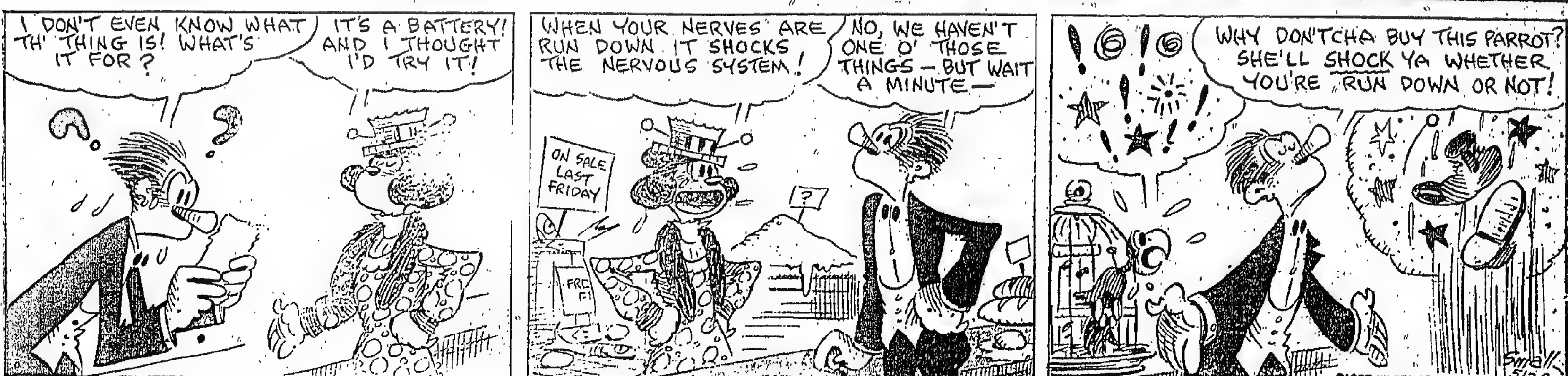
WILLIAM LOVED HER, HE LONGED TO MAKE HER HIS WIFE, BUT FAIR JEAN GAVE HIM LITTLE ENCOURAGEMENT. WITHOUT HER, LIFE WOULD NOT BE WORTH LIVING, AND HE KNEW A REFUSAL FROM HER WOULD KILL HIM. HE PROPOSED TO JEAN, TOLD HER THAT IF SHE DID NOT ACCEPT HIM HE WOULD SURELY DIE, BUT SHE FLATLY REFUSED HIM.

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SIXTY YEARS LATER HE DIED.

5/29 ©1927 BY NEA SERVICE, INC.

SALESMAN SAM



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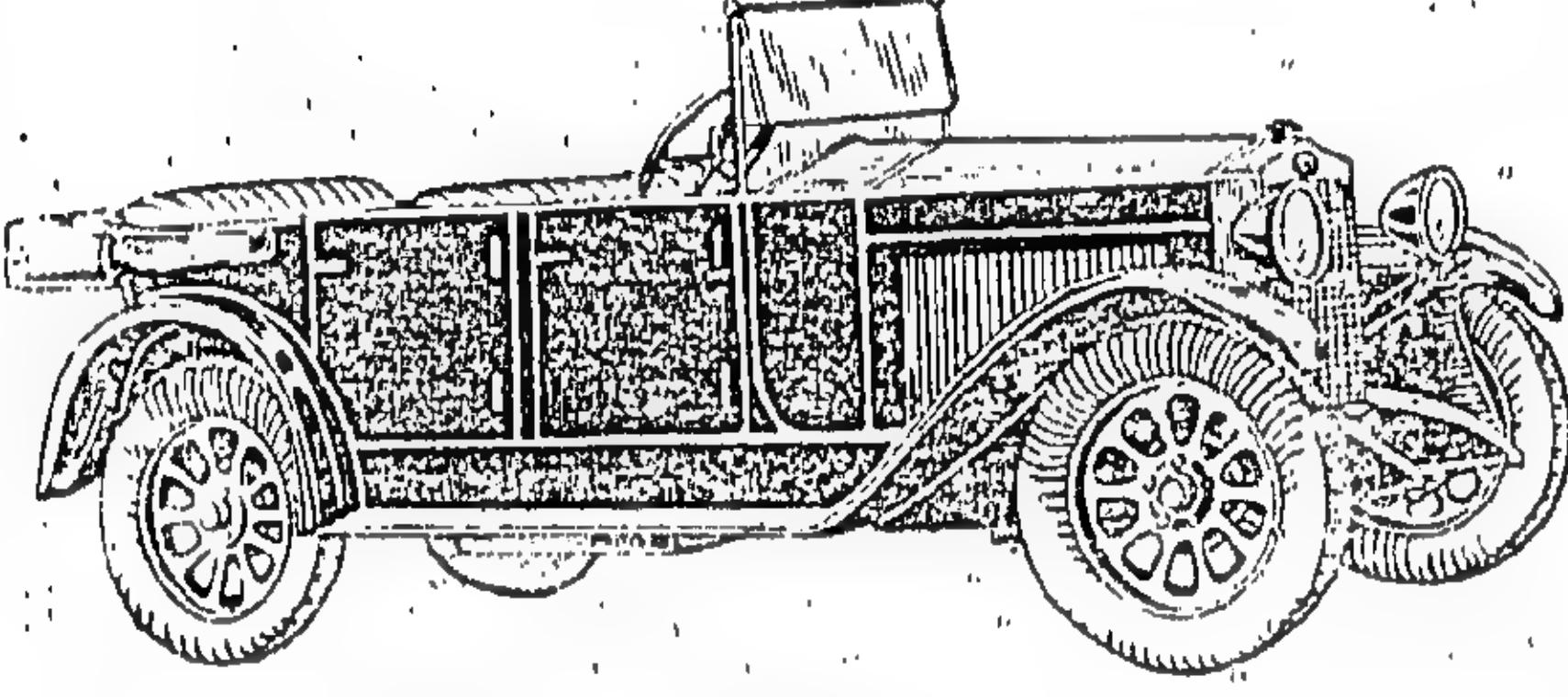
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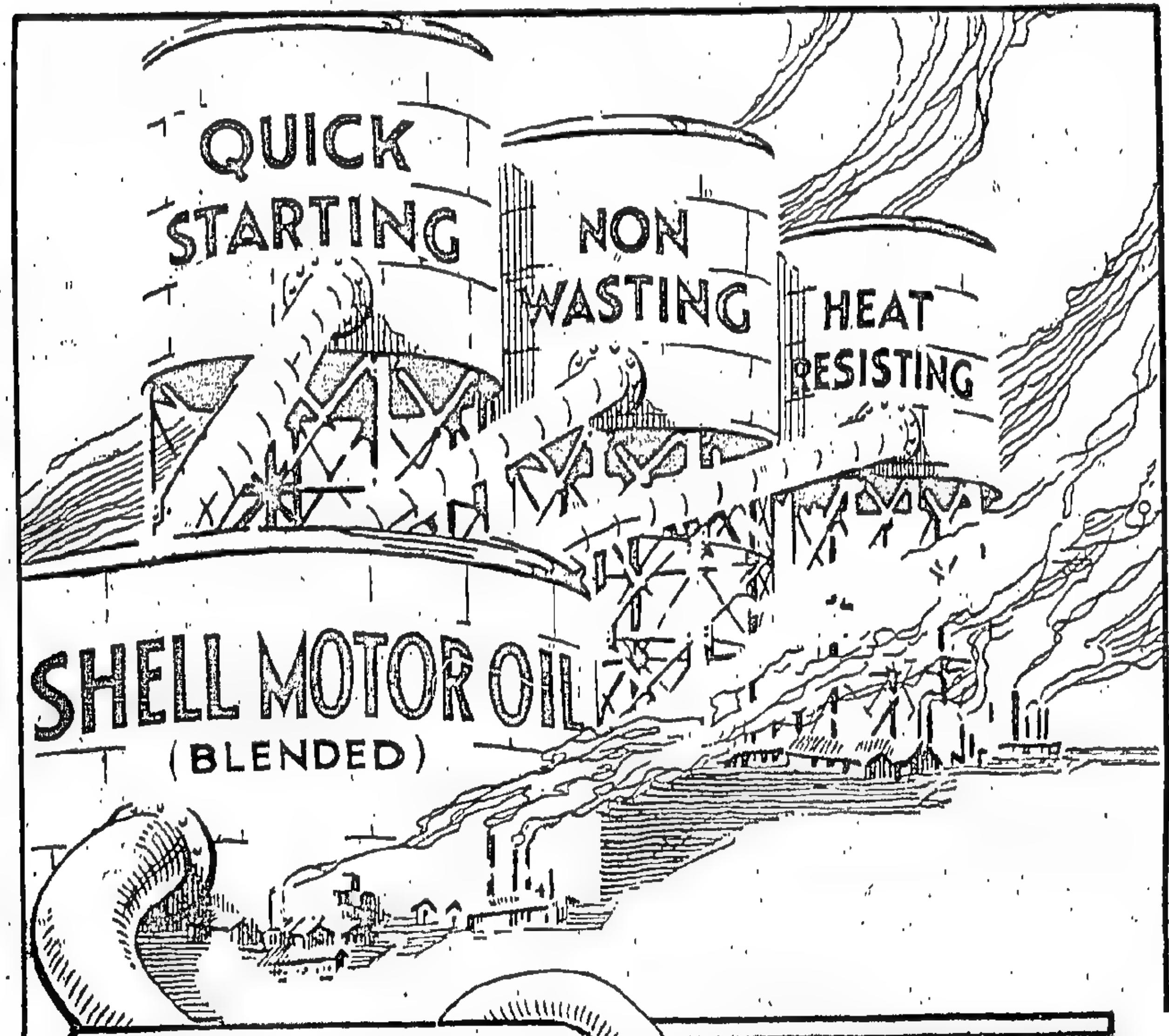


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Shell Oils as sold to the public are exactly the same as were used to set up the world's speed records of 1926 for both cars and motor cycles.

Asiatic Petroleum Co. (S. China) Ltd.,
ASIATIC BUILDING.

AS GOOD AS SHELL SPIRIT

MOTORING THROUGH ARIZONA.

Romantic Mountain Scenery Appeals to Tourists.

Phoenix, Ariz., June 25.—Only a 200-mile trip around a circle, the Apache-Superior loop in southern Arizona is an outstanding feature in itself.

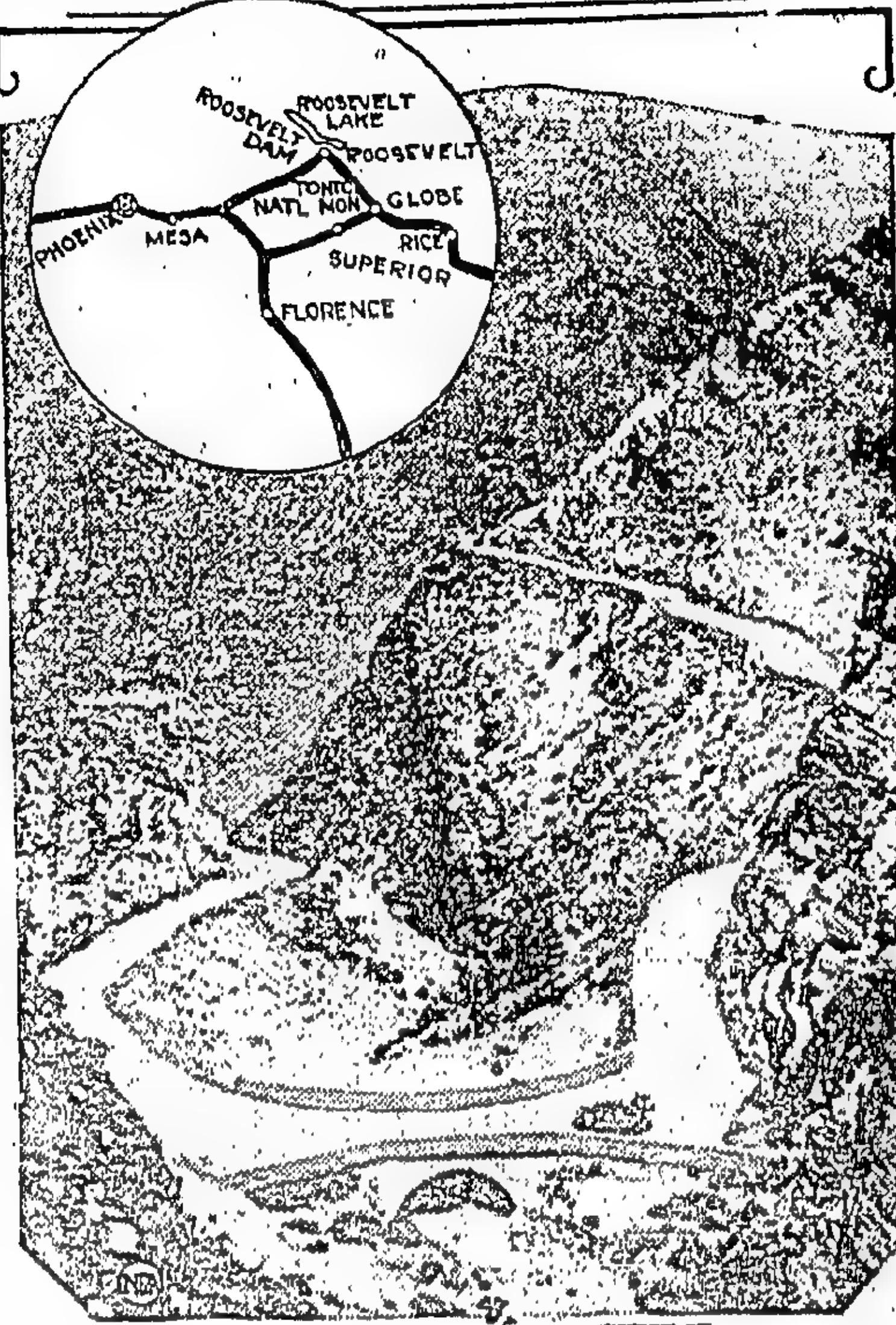
Although it can be made in a day, this trip fills the tourist with so heavenly a beauty that it is remembered for the rest of the year. It combines the yellow parched desert waste with the bluish mountain tops in a virtual rainbow of colour. The crags and canyons that are sighted along this short trip thrill the soul.

Yet, along with this fill of beauty, there are the history and romance that make this dis-

Scenery begins to rival that of the Grand Canyon in colour and splendor. Hairpin turns follow close upon one another. From several spots the motorist can see as many as four different road levels, so rugged is the contour of the canyon country. On one side of the car a rock cliff may tower a thousand feet high, on the other side may be a sheer drop of half a mile.

Along More Canyons.

From a mountain top, the tourist catches his first glimpse of Roosevelt Lake, at the dam where Francesco de Pinedo, the Italian



Great, winding trails like this take the motorist up and down mountain sides, on the Apache Trail in Arizona. Map in inset shows the loop followed.

strict even more entrancing. Here, years before a white man ever stepped on American shores, the warlike Apache Indians beat out what is now the Apache Trail.

This vestige of ancient civilization leads the motorist directly into the most modern atmosphere, for at the end of the trail is the famous Roosevelt Dam, supplying power and irrigation to the surrounding territory.

Desert And Mountainside.

The route leads east from Phoenix, for thirty miles over a paved state highway beyond Mesa, to Apache Junction. From this point the same road is traversed to Phoenix that was taken eastward to the Apache Trail.

Then a turn is made northward toward Roosevelt Dam, and the Roosevelt Lake that has been formed by this dam. Superstition Mountain rises to the left, while on three sides and in the distance loom other mountains.

For ten more miles the trip is over fine surfaced road, to the Apache Trail, veritably a ledge cut into the sides of the mountains.

world over, came down on his flight across America. The lake is a tranquil sheet of blue water extending five miles into the mountains.

Down again, the trip goes, this time winding southward for thirty miles to Globe, along deep canyons and overlooking distant mountains and valleys. In this thirty miles there is a long nine-mile climb over the Pinal Mountains into the copper mining area of Globe.

Now the route turns westward again along another scenic highway past Superior and across the desert to Apache Junction. From this point the same road is traversed to Phoenix that was taken eastward to the Apache Trail.

People living all year round in the vicinity of the Apache Trail are planning to light the entire trail with electricity for a stretch of more than ninety miles. The electric power will be furnished free, for there is plenty of it from the generating station at the dam.

If this is done, the Apache Trail, winding recklessly along mountain sides, will be as safe and as marvelous at night as it is by day.

ROAD ENGINEERING.

Suiting Roads to Cars.

Highway engineering has reached the point of building roads to suit automobiles, in addition to traffic.

Not only are they being made wider with enough room left for additional widening with the increase of traffic, but they are being built to make driving easier and more economical.

Thus the higher taxes we pay for our roads will bring us savings in the operation of our motor cars.

This point is brought out by Prof. T. R. Agg of the highway engineering division of Iowa State College at a meeting of the Society of Automotive Engineers.

Prof. Agg points out that high-type road surfaces cause much less wear on tyres than the low or intermediate types, and that surfaces of loose angular stone are particularly harmful to tyres. He figures that the most economical road grade is one that will permit the vehicle to ascend in high gear at the most efficient engine speed and to descend without the use of brakes or attaining excessive speed.

Levelling Roads Pays.

Therefore, the idea in modern highway engineering is to cut down or encircle steep land, rather than build over it. It costs more, but it comes back in the form of revenue from increased travel. Every foot of distance saved in the construction of a heavy traffic road, justifies the expenditure, of \$60 at least, says Prof. Agg, so that heavy grading or other expenses are permissible where the traffic the road will bear repays it.

When it comes to traffic in large cities, the movement now is toward diverting through tourists rather than directing them straight through town. Whatever business or publicity the city might get by the old method is canceled by the overwhelming congestion ensuing from additional tourist traffic.

Los Angeles' Plan.

One of the first cities to contemplate this new system is Los Angeles. This city is termed a "distributor boulevard" encircling the metropolitan district, permitting through traffic to avoid the congested streets and providing at the same time more adequate entrance to the business area from all directions.

The circular highway will be about 9 miles long and will cost about \$6,000,000. But the city believes the project well worth the cost.

OLDSMOBILE 6-CYLINDER MOTOR CARS.

110-1/2-inch wheelbase—30 x 5.25 Ballon Tyres—six 2-7/8-inch x 4-3/4-inch cylinders—19.84 horsepower (R.A.C. Rating)—L-head engine—crankcase ventilation (dual air cleaning and oil filter)—only 3 to 4 oil changes a year—four-wheel brakes—harmonic balancer—two-way cooling—three-way pressure lubrication—honed cylinders—high velocity, hot section manifold—double valve springs—silent timing chain—full automatic spark—thermostatic charging control—balloon geared steering—double offset, low gravity frame—easy shift transmission—twin-beam headlights, controlled from steering wheel—Duo finish of beauty of line—and many other features of demonstrated worth. This entirely new Model Oldsmobile will be available in the following types:

Series E Model 30 5-seater Standard Touring
Series E Model 30 5-seater De Luxe Touring
Series E Model 30 5-seater Standard Coach
Series E Model 30 5-seater Standard Sedan
Series E Model 30 5-seater De Luxe Sedan

The first shipment of the Touring Cars due to arrive in August has been sold. Of the second shipment of six, due in September, three have already been sold. Orders will be filled strictly in rotation.

THE GREATEST BUICK EVER BUILT.

Series 115 is powered with the famous Buick Valve-in-head 60 horsepower triple-sealed engine. The bore of this motor is 8-1/8-inch—stroke 4-1/4-inch—R.A.C. Rating 23.44 horsepower. Series 120 and 128 are powered with the famous Buick Valve-in-head 75 horsepower triple-sealed engine. The bore of this motor is 8-1/4-inch—stroke 4-1/4-inch—R.A.C. Rating 29.40 horsepower. These 1928 model Buicks will be available in the following types:

Series 115 Model 20 5-seater 2-door Sedan
Series 115 Model 24 4-seater Sport Roadster
Series 115 Model 25 5-seater Sport Touring
Series 115 Model 27 5-seater 4-door Sedan
Series 115 Model 28 4-seater Coupe
Series 120 Model 40 5-seater 2-door Sedan
Series 120 Model 47 5-seater 4-door Sedan
Series 128 Model 49 7-seater Touring
Series 128 Model 50 7-seater Sedan
Series 128 Model 50L 7-seater Limousine Sedan
Series 128 Model 54 4-seater Sport Roadster
Series 128 Model 55 5-seater Sport Touring

Vibrationless beyond belief—that is the outstanding fact about the Greatest Buick Ever Built. Here, at last, is transportation in which you forget the vehicle and experience only the delight of smooth effortless travel. All models have four-wheel brakes—Balloon Tyres—controllable beam headlights, with control switch on top of steering wheel—air cleaner—oil filter—fuel strainer—crankcase vacuum ventilator—automatic windscreen wiper—jack—high pressure grease gun—tool kit—tyre pump—transmission lock—cow or windscreen ventilator—rear vision mirror—indirectly lighted instrument panel—as well as numerous other valuable and distinctive features. Of our first shipment of six of these 1928 Buicks, due to arrive in September, three have already been sold. Orders will necessarily have to be filled strictly in rotation.

G.M.C.—THE MODERN TRUCK.

This entirely new line of General Motors (G.M.C.) Trucks is powered by the famous 6-cylinder Buick Valve-in-head engine. This is in every sense of the word a modern truck—designed for modern traffic. These trucks are available in the following chassis types:

1-ton Model T-20—6-cylinder:

132-inch wheelbase 23.44 horsepower

2-ton Model T-40—6-cylinder:

136-inch wheelbase 29.40 horsepower

150-inch wheelbase 29.40 horsepower

162-inch wheelbase 29.40 horsepower

2-ton Model T-50—6-cylinder:

136-inch wheelbase 29.40 horsepower

150-inch wheelbase 29.40 horsepower

162-inch wheelbase 29.40 horsepower

These G.M.C. Trucks are supreme in flexibility and in endurance. Equally remarkable is the low price which is only possible because of the tremendous volume of General Motors Production. General Motors (G.M.C.) Trucks and Tractors are also available in heavy duty types, the capacities of which range from 2 1/2 to 15 tons.

THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1246 or 1247.

33 WONG NEI CHUNG ROAD — HAPPY VALLEY.

NEW CLYNO FACTORY.

Large Extensions.
The Clyno Engineering Co., Ltd., manufacturers of the British light car that has established itself as a firm favourite both at home and in most of the Overseas markets, have now got their new factory at Wolverhampton into full swing. Very large extensions were rendered necessary by the fact that the demand for Clyno cars for the present year exceeded that of the previous season by over 200 per cent. The new factory, which is built upon the most up-to-date lines, and is equipped

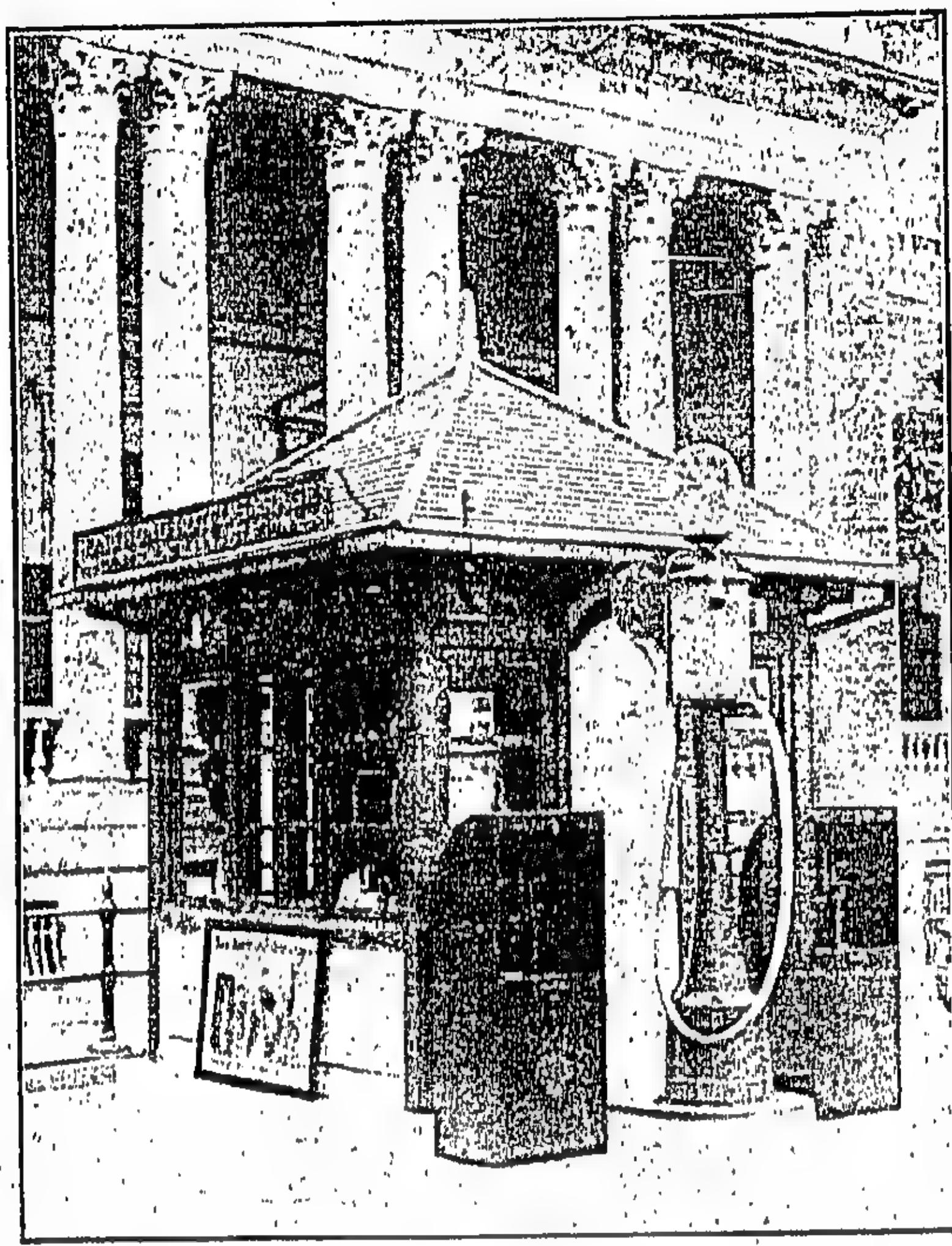
TAXIS APLENTY THERE.

Why look for a taxi? There are 150,000 in the United States by latest count, in a business of more than \$200,000,000 investment and bringing in \$617,000,000 in revenue annually.

ed with highly specialised labour saving machinery, is capable of handling a weekly output of 1,250 complete motor cars, and this represents one of the largest car manufacturing enterprises in Europe.

Rootes, Ltd., Devonshire House, Piccadilly, W.1, are sole world exporters of all Clyno cars.

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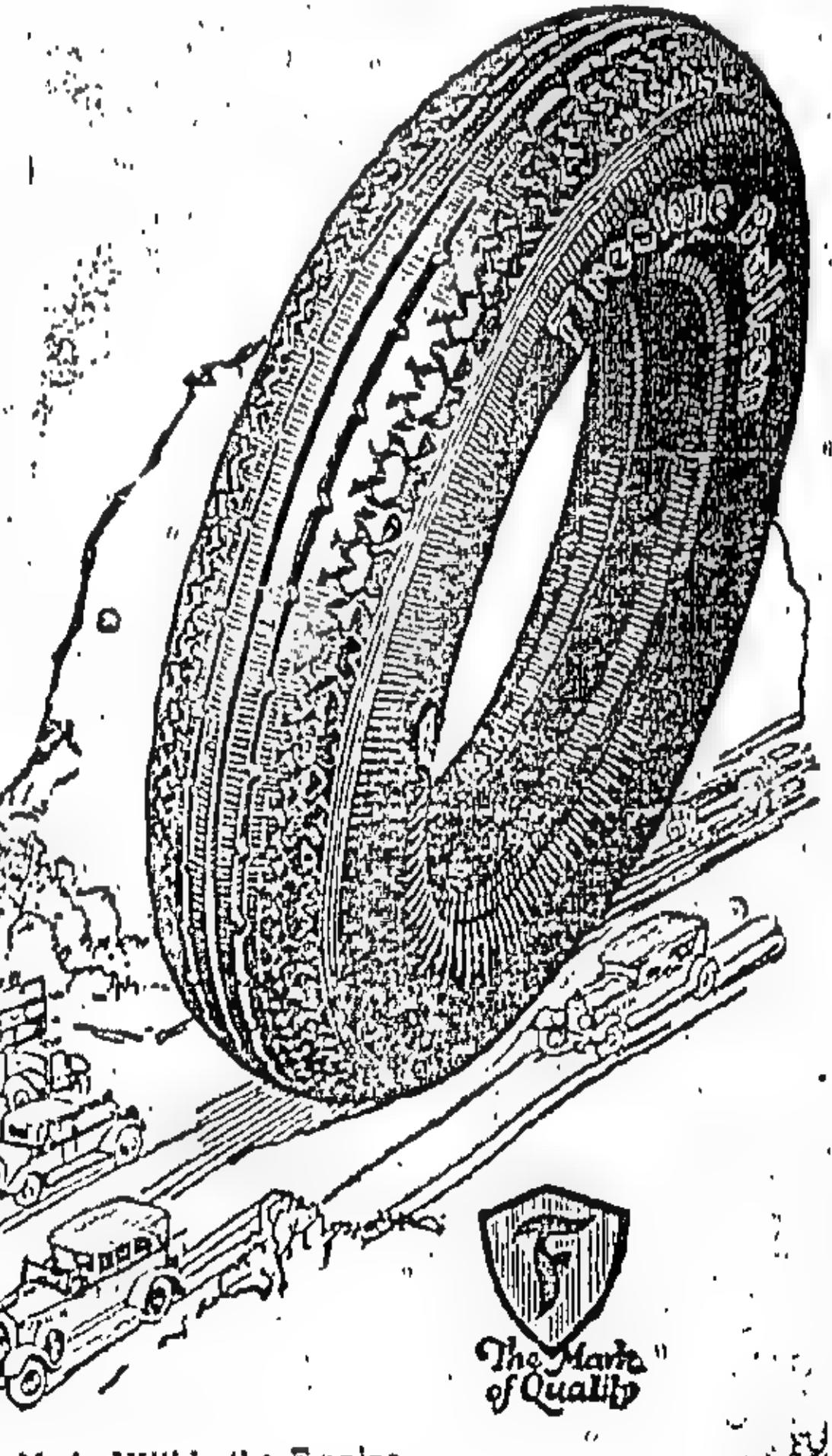
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BATTERY LIFE.

MODERN ACCUMULATORS SIMPLE TO LOOK AFTER.

How long should a battery last? Is a question often asked by beginners at motorizing. "Old hands" have gained knowledge from experience and are usually well aware that a battery of a reputed make, properly used, will last several years—certainly long enough to give an excellent return for its cost.

There are numerous car owners nowadays who are getting extraordinary good service from the battery, just as there are car owners who get quite abnormally large mileage from tyres which is by no means due to mere chance, but, in the first place, the tyres are of high-grade manufacture and, secondly, a proper amount of care is given to them. On the other hand, there are car owners who can wear out batteries and tyres at an abnormal rate and blame them for not being able to stand up to the work. Such a car owner may say that 18 months' life is all that he can get from any battery, then the plates "sulphate" and break up and the battery loses most of its amperes' capacity.

In this connexion the points to remember are that the modern battery, is as any expert will confirm, a really solid, durable job and as simple as A.B.C. to look after. Keep it charging or discharging moderately when the car is in use, maintain the acid at the proper level over the plates and the battery will give good service.

It pays to obtain and use a testing hydrometer—an inexpensive necessary—and thereby keep a check on the condition of the electrolyte. It may be assumed that the battery is being kept fully charged, but it may prove to be the case that the acid is not up to its proper specific gravity. It is a great mistake to leave a battery standing for weeks at a time without it getting a "conditioning" charge.

When the car is not being used for a period of weeks the battery should get a short charge at a local service station or garage. Other points to give attention to are to keep the top of the battery dry—acid leakage will form a conducting path and slowly run the battery down. A sure sign of an ill-kept battery is the presence of corrosion on the terminals. If allowed to form to any appreciable extent, it will eventually create a bad connexion and the battery will not receive its proper charge. At the first sign of corrosion the cables should be detached and the connectors cleaned, and, after replacing on the terminals, they should be given a thick coating of vaseline.

Neglect does much more to shorten the life of a battery than vibration or the momentary heavy discharge caused by starting. These are factors which are well provided for by the manufacturers of the battery.

OLD CARS DOOMED.

Invitations are being addressed to the Governments of all nations and to important organisations concerned with inland transport throughout the world, and all who nominate delegates are invited to send in written contributions under any of the headings mentioned above. These contributions will be distributed to all delegates well in advance of the Congress. Consequently it will not be necessary to take up time at the actual meetings by the reading of papers. Those who

highways will have the power to order decrepit and outworn passenger autos and trucks off the road. He may do so by refusing to register such vehicles.

WORLD MOTOR TRANSPORT CONGRESS.

Subjects for Discussion in London.

(Special Report.)

The World Motor Transport Congress, which is to be held in London in November, 1927, will be an event of first-class importance. Congresses under this title have been held on three occasions in America, but the forthcoming gathering may be fairly regarded as the first of a new and more generally valuable series of events which, in course of time, may exert very powerful influence in favour of the further development of road transport throughout the world.

The Congress to be held in London this autumn will consist of six meetings, which will take place on the mornings and afternoons of November 14, 15 and 16.

On November 17, the delegates at the Congress will pay an official visit to the Commercial Motor Transport Exhibition at Olympia, which opens on that day.

The Society of Motor Manufacturers and Traders, Ltd., are acting as organisers of the Congress under the auspices of the Bureau Permanent International des Constructeurs d'Automobiles, which is a body formed to regulate certain international matters affecting the motor industries of all manufacturing countries.

Though the Congress will take place in London, it will be of an entirely international character. Equal opportunity will be given to all nations to be fully represented, to submit written contributions, and to take part in the discussions on the selected subjects. It is anticipated that further Congresses will subsequently be held in the capitals of other countries, the programmes for these later events depending on the decisions which will be arrived at in November as to what subjects require further investigation and what information or statistics ought to be collected as a basis for later discussion.

In the present instance, six main headings for discussion have been agreed. These are as follows:

1. Road construction and improvement in relation to the development, efficiency and economy of road transport.
2. Motor transport as an instrument of development of world resources.
3. The necessity of co-operation between road and rail transport.
4. The development of motor vehicles suitable for service on bad roads and for cross country use.
5. The improvement of facilities for international travel by road.
6. Fuels and fuel supplies for road motor vehicles.

The Council is not wholly composed of Government representatives, but also includes official representatives of Canada, Australia, New Zealand, South Africa, Newfoundland and India. Again, the States and Provinces of Australia and Canada are individually represented, in many cases by their Agents-General.

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NOISES IN MOTOR CARS.

Diagnosing Different Kinds of Trouble.

Noise coming from any part of the car is a source of great irritation to the owner-driver. But car noises play a very useful part in the diagnosis of trouble.

A study of the various mechanical cries for help is a helpful aid to the beginner. Unusual noise may be taken in most cases as a warning and the beginning of trouble.

Here are some common cries of distress:

A dull and continuous thud from under the bonnet probably denotes that a sparking plug is misfiring. The noise is rather like the muffled tap of a hammer.

A noise like champagne corks being drawn in the neighbourhood of the carburettor suggests the jet is becoming choked. Sudden and rapid acceleration may clear it, but failing this the jet will have to be dismantled.

A popping noise may also indicate that the petrol supply is coming to an end. After a few "pops" there is a sighing noise and then silence.

Brakes shriek when they are in trouble. Usually this means that the fabric linings have become smooth and dry. An injection of paraffin will cure the trouble. Brakes that require relining also shriek.

When the fan drive requires oil it makes a pitiful noise. It is such a high-pitched and persistent note that it can be traced at once. Spring shackles that require oil twitter like canaries; the dynamo when in the same predicament grunts. A loose dashboard makes a drumming noise.

Nearly all modern engines "pink" when the ignition is too far advanced. "Pinking" is like the noise made by tapping a teacup with a spoon. Some engines pink too easily. A mixture of benzole and petrol suit this kind of engine best.

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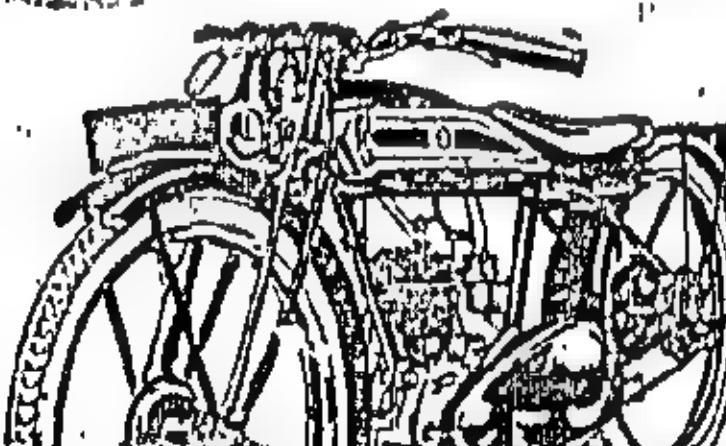
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GERMANY IS GROWING.

Germany now ranks sixth in the number of automobiles registered. It has one motor car to every 196 persons, as compared with one to every five in the United States.

WE STILL WALK.

America might lead the world as a motorizing country, but that doesn't keep them from walking. Statistics show that the average American buys three times as many shoes as the European.

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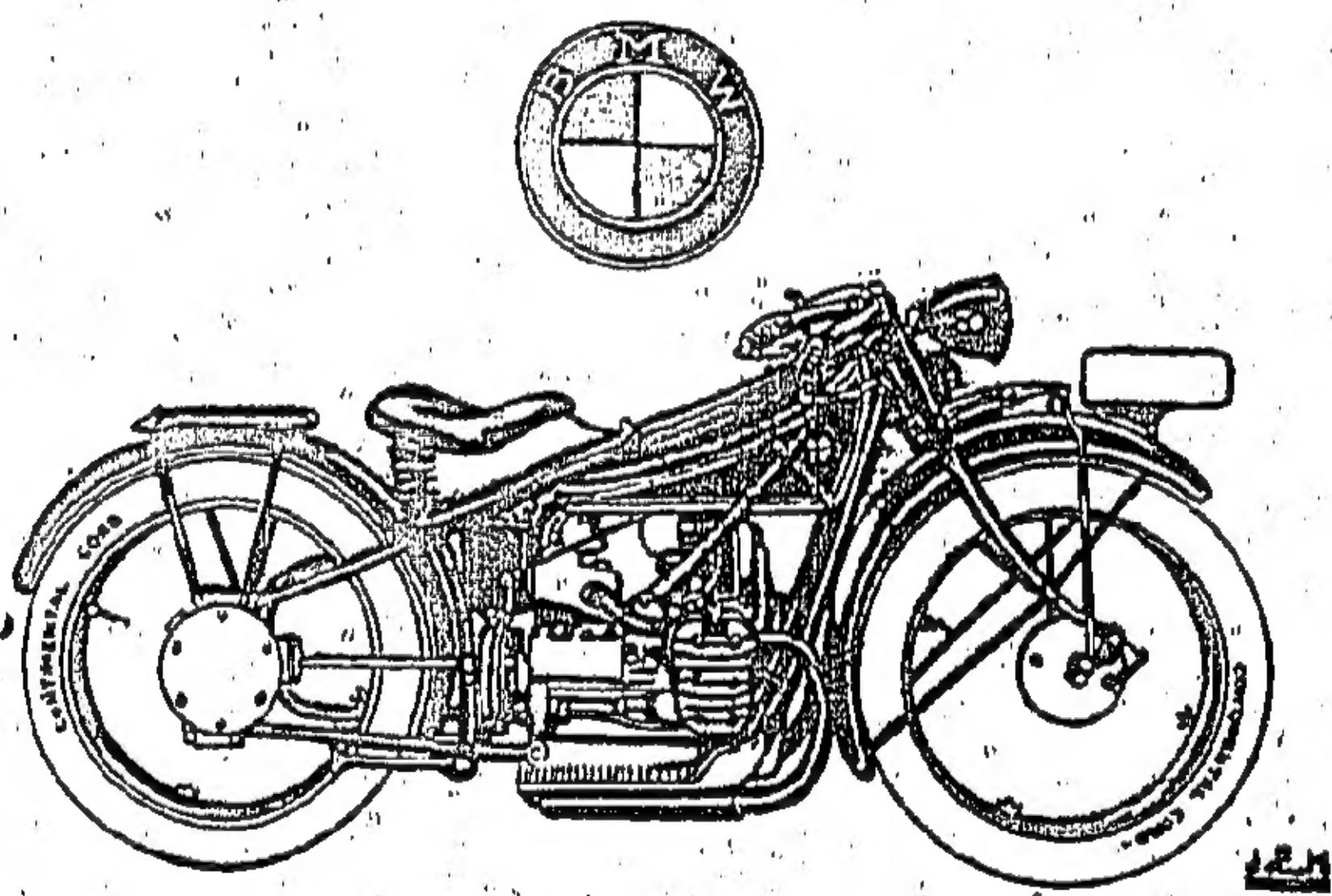
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61 RHK	DO	9X8X9X 94	\$30
A-63 JF	DO	DO	\$35
A-61 SH	RUBBER	9X7X9X 63	\$50
A-61 JF	DO	16X8X8X 94	\$40
A-61 SH	DO	16X8X8X 94	\$60
A-61 SH	WOOD	16X8X8X 94	\$70
A-61 SH	RUBBER	16X8X8X 94	\$70
A-61 SH	DO	15X7X7X 95	\$80
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HINTS FOR THE MOTORIST

ALBERT L. CLOUGH

FINAL DRIVE-GEAR MESH.

In response to requests, the following directions are offered for testing and correcting the tooth contact of the rear-axle bevel pinion and ring-gear.

Remove the axle housing inspection plate and jack up the rear wheels, clean the two gears of oil and paint their tooth faces completely with prussian blue or white lead. When the axle is operated by the engine, with the wheel brakes partially applied, this paint will be rubbed off at portions of the tooth faces which make contact, but will remain on the portions where no contact is established, thus enabling the nature of the mesh to be determined. In describing a bevel gear tooth, its large or thick end is called the "heel" and the thinner end the "toe," while the base of a tooth is called its "flank," and its outer end its "point." Generally speaking, the mesh is correct when contact takes place over the full tooth length from heel to toe and over an area mid-way between point and flank. When after the gears have been run under a slight wheel brake load, the teeth are found free from paint throughout the parts above described, it may be assumed that the best possible contact has been secured. The following suggestions will assist in attaining this result: If a test indicates contact at or too close to the flanks of the teeth, the pinion is too deeply meshed with the gear and should be adjusted slightly away from it; but if, on the other hand, the contact is too near the points of the teeth, the mesh is not deep enough and the pinion should be moved slightly inward—closer to the gear. In case the contact appears mostly at the heel end of the teeth, there is too much play between the gears and the ring-gear should be adjusted somewhat closer to the pinion, but when the contact is mostly near the toe ends of the teeth there is too little tooth clearance and the gear should be adjusted away from the pinion. Directions for adjusting the pinion toward or from the gear, and for

moving the gear relatively to the pinion have been given in a previous article.

Starts Hard on Magneto.

Question.—My Ford car has no starter and the engine has to be cranked by hand. It is very hard to start it in this way and friends say that it is because the magnets of the magneto are now too far from the coils, as a result of wear. Can this condition be corrected without dismantling the engine? What else can be done to make handcranking easier?

Answer: Clearance of magnets and coils cannot be adjusted without dismantling and disassembling the engine. We suggest that you connect a set of five dry cells to the other side of the ignition switch from that which connects the magneto current. This will enable you to secure a good spark, even though you are cranking very slowly and, as soon as battery current has started the engine, you can switch over to magneto. Before you put in the battery, however, you might try having the magneto magnets recharged; in position, make sure that the magneto contact is perfect, check up coil-vibrator adjustment to 1-32 inch and see that the sparkplug points are not set too far apart.

A Vibration Complaint.

Question.—The engine of my four-cylinder car vibrates unduly at 25 m.p.h. as a result, I think of the low ratio of the final drive gears. Would it reduce this if I were to put in a larger pinion-gear? Have you any other suggestions?

Answer: Adopting a higher final gear ratio would result only in making this vibration period come at a somewhat higher car speed than it does at present, but this might prove advantageous if you drive mostly at or near 25 m.p.h. Of course you realize that raising the gear ratio would reduce hillclimbing ability to some extent. This engine ought not to vibrate noticeably at the speed you mention. Is the compression equally good in all four cylinders? If you have a weak cylinder it is pretty likely to affect the smooth running of the engine. Can there be anything loose about your car, which takes up and accentuates any vibration which the engine may make at a 25 mile speed?

BALLOON RACE.

Goodyear Wins Trophy.

Piloting the Goodyear V. Ward T. Van Orman and Walter W. Morton, premier balloonists, won their fourth successive National Balloon Race.

These two men will represent America in the International race to be held from Denver, Colorado on September 10th.

Starting from Akron, Ohio on May 30th with 14 other balloons, Van Orman and Morton flew a total of 718 miles, landing near Bar Harbour, Maine, just 50 yards from the ocean.

Through this victory, the Goodyear pilots brought permanent possession of the Litchfield trophy, presented by P. W. Litchfield, president of the Goodyear Tyre and Rubber Co., to the Akron chapter of the National Aeronautic Association. A new trophy to be a duplicate of the Litchfield cup, will be at stake in future races. The 1927 national elimination event is thought to be the first balloon race that has been won through science alone. With rain and electrical storms to contend with, Van Orman and Morton had an extremely trying time of it, and were able to win only through their ability to escape the worst parts of the storms. This was done, according to Van Orman, by science alone. By making tests with their radio set and using their sextant, a new instrument in balloon navigation, they were able to steer their course between two severe storms.

After passing over Lake Ontario, Van Orman and his side did not see land or water again until they were nearly forced down in the Adirondack Mountains. They then ascended to a height of 16,000 feet at which elevation they were blown along at a rate of 50 miles an hour.

Not wishing to risk crossing the ocean, they brought this huge bag to rest on the ocean's edge.

Sixteen balloons, representing America, England, France, Belgium and Germany will compete in the International Race for the James Gordon Bennett cup, which Van Orman and Morton won in 1926.

NEW MOTOR CLUB IN PICCADILLY.

To Meet Need of Poorer Motorists.

Lord Glensborough as president of the newly formed Owner-Drivers' Club, formally opened the club's premises at Criterion Buildings, Piccadilly Circus. The club has been formed to meet the needs of motorists who are unable to take advantage of the more expensive clubs. The premises occupy a whole floor of the Criterion Restaurant building and owner-

drivers of both sexes are eligible for membership.

Those who do not desire to take advantage of the social sides of the club may become touring members at a subscription of only one guinea a year. The benefits of touring membership include flat-rate charges for repairs, overhauls, etc., at listed garages throughout the country.

Lord Glensborough, before declaring the club open, traced the wonderful progress towards the perfection of the motor car, and remarked that while in this country we had not quite reached the record of America, where one in every six of the population owned

a motor car, we were rapidly approaching it. People were now motoring who hitherto could not afford to do so. That was what had brought about the desire for a club of that character.

They were not in any sense trying to rival great clubs and associations already in existence. Their object was to provide for a class of people who could not afford membership of those other clubs. Alluding to the garage difficulty in Central London, he hoped that before they were much older they would have a garage underground within close reach of, if not under, the Criterion buildings themselves.

PACKARD

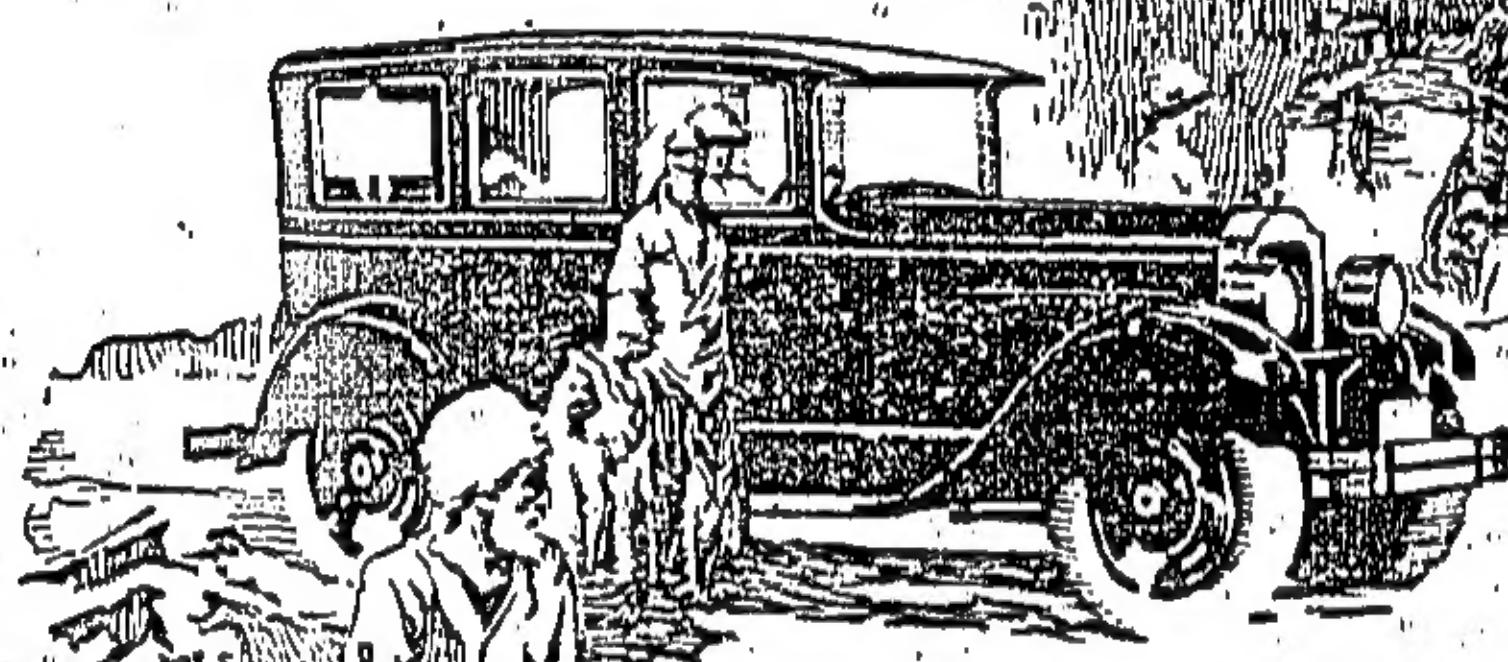
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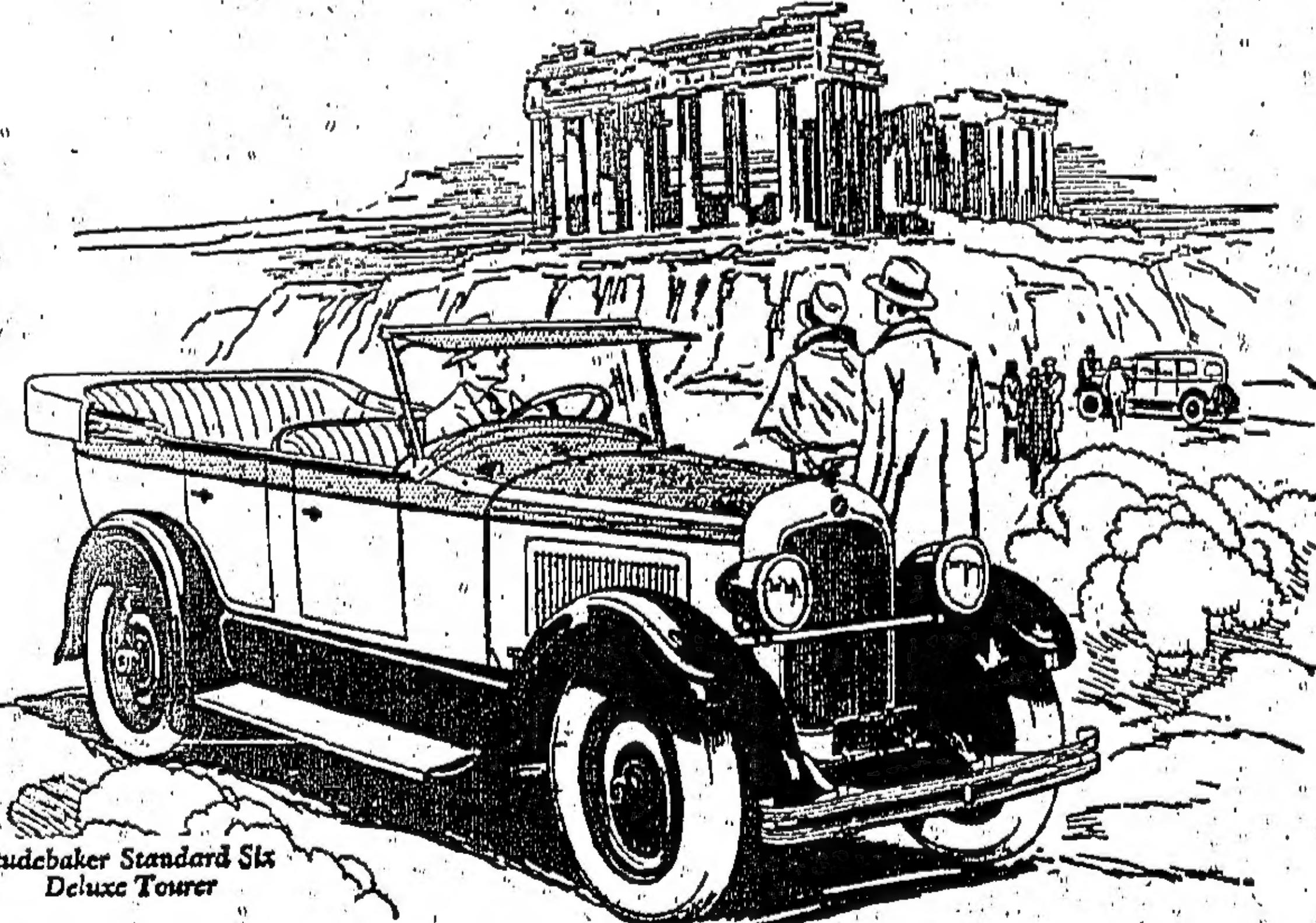
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brakes, balloon tyres, disc wheels, hub-center filter, engine thermometer and petrol quantity gauge on the facia board, this car is factory equipped with bumpers, front and rear; automatic windscreen cleaner, twin-beam driving lights, rear traffic signal and other convenient equipment without extra cost.

The enormous resources behind the Studebaker nameplate make possible this unequalled value.

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If that man really is particular about what he drinks, he calls the "Boy"—asks for a Marchant's Whisky—with whatever mineral his fancy dictates—leans back in his chair and exclaims,

What a Drink!!!

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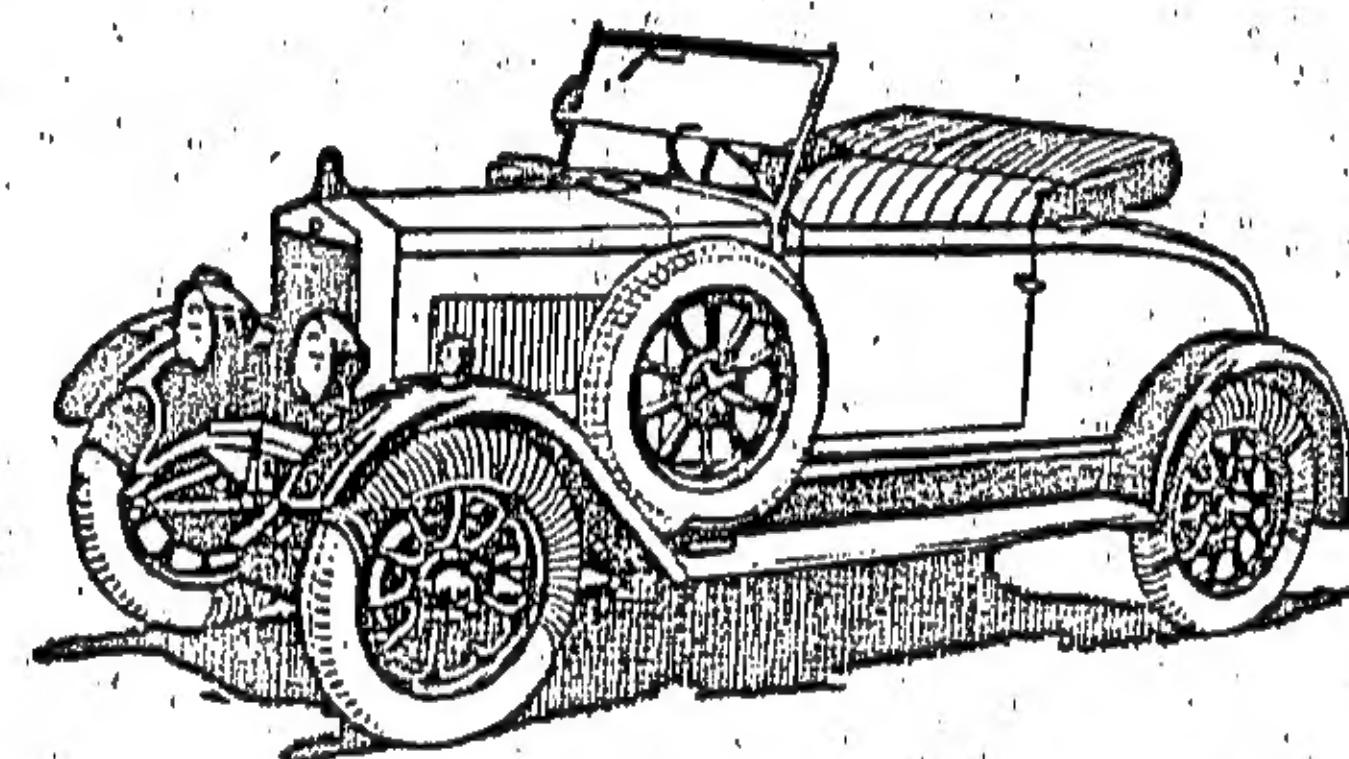
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TAX-DODGING IN BRITAIN.

MR. CHURCHILL'S PLAN TO COPE WITH IT.

CRITICISM IN COMMONS.

Proposals designed to prevent the evasion of Super Tax, outlined by Mr. Churchill in his Budget statement and set out in Clause 29 of the Finance Bill, gave rise to a prolonged debate in the House of Commons when the clause came up for consideration on the resumption of the Committee Stage of the Bill.

Opposition to the proposals came, in the main, from the Government's supporters, including Sir Robert Horne.

The position may be stated in plain language as follows (says the *Daily News*, Parliamentary correspondent).

By his 1922 Budget, Sir Robert Horne brought within the ambit of special machinery for the collection of Super Tax some 40,000 private companies, all of which had been registered since the beginning of the war, and conformed to certain provisions.

What Mr. Churchill now proposes to do is to include a further 35,000 private companies, which will leave only 5000 outside, in order to put a stop to the practice of Super Tax dodging.

This practice is at present possible if a man turns his business into a private company, because it is then able to take advantage of the law which allows a company to use its reserve funds as it chooses and to distribute as little as it likes in the form of dividend, upon which alone Super Tax is payable.

The Churchill plan is to give power to a Court of Referees to decide what is a "reasonable" amount to allocate to reserve, loans, &c., having regard to the particular type of business, whenever the number of shareholders is less than six.

Business men, as represented to-day in the Commons, hotly criticise this plan on the ground that large reserves are often essential for building up a business. The Inland Revenue authorities, they say, ought not to be permitted to interfere with the allocation of profits. Moreover, the sharp line drawn between companies with five shareholders and those with more than five—which are to retain their freedom of allocation of reserves—is held to be unjust. The tax-dodger, if he is to be caught at all, must be caught in some way that does not handicap industry.

Proposals Defended.

Mr. Churchill, in justification of the proposals, which he announced, the Government considered necessary to meet what he described as a dangerous and growing abuse, and which they could not postpone or withdraw, pointed out that they conferred no new powers on the Inland Revenue authorities, but simply extended the range of powers of investigation introduced by the Finance Act of 1922, and originated by Sir Robert Horne.

The problem was the same as in 1922, and the remedy the same, but the evil having moved into a wider field, the remedy must be made to move into that field.

Some of the cases supplied to him by the Inland Revenue Department were as follows:—

One private company made a profit of £75,000 in a year, paid dividends to the amount of only £3,000, and "lent" the two people in control £33,000 free of interest.

A second company (textile) made a profit of £66,000, paid £6,900 in dividends, and the controlling shareholders drew £19,000 by way of interest-free loan.

A third company (food supply) made £9000 profit, paid out £700 dividend, and made a loan to the controlling shareholders of £6000.

In all these cases the loans entirely escaped taxation at the special surtax rate.

It will thus be seen, observed the Chancellor that there exists a swift, sure, and easy means of avoiding taxation. That way has been freely advertised, and if the Government now withdraw you will give a warrant and charter from Parliament for its widespread adoption.

I am not ready to accept any amendment which in the slightest degree blunts the efficiency of the clause. The Government have gone to their limit.

The Chancellor contended that no injury had been done to any business conducted for *bona fide* commercial purposes during the past five years, so none could be done in future under the clause.

Moreover, it did not come into operation until next year, and if in the interval better ways could be devised for achieving the purpose of the Government he was ready to consider them.

The Chancellor intimated that the representative of the trade concerned in any particular case

ACROSS THE PACIFIC ALONE.

M. GERBAULT'S VOYAGE.

M. Alain Gerbault, who is making a voyage round the world alone in his 40ft. 16-ton cutter the *Firecrest*, has completed the crossing of the Pacific. The *Parisien* has received news of his arrival at Thursday Island, off the north coast of Australia.

From Thursday Island M. Gerbault will begin the longest and loneliest part of his voyage—the crossing of the Indian Ocean to Mauritius, 5,544 miles of open sea. The only land on the course M. Gerbault has set himself will be such small islands as Christmas, Cocos, or Keeling, and it is not his present intention to call even at these.

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This practice is at present possible if a man turns his business into a private company, because it is then able to take advantage of the law which allows a company to use its reserve funds as it chooses and to distribute as little as it likes in the form of dividend, upon which alone Super Tax is payable.

The Churchill plan is to give power to a Court of Referees to decide what is a "reasonable" amount to allocate to reserve, loans, &c., having regard to the particular type of business, whenever the number of shareholders is less than six.

Business men, as represented to-day in the Commons, hotly criticise this plan on the ground that large reserves are often essential for building up a business. The Inland Revenue authorities, they say, ought not to be permitted to interfere with the allocation of profits. Moreover, the sharp line drawn between companies with five shareholders and those with more than five—which are to retain their freedom of allocation of reserves—is held to be unjust. The tax-dodger, if he is to be caught at all, must be caught in some way that does not handicap industry.

Proposals Defended.

Mr. Churchill, in justification of the proposals, which he announced, the Government considered necessary to meet what he described as a dangerous and growing abuse, and which they could not postpone or withdraw, pointed out that they conferred no new powers on the Inland Revenue authorities, but simply extended the range of powers of investigation introduced by the Finance Act of 1922, and originated by Sir Robert Horne.

The problem was the same as in 1922, and the remedy the same, but the evil having moved into a wider field, the remedy must be made to move into that field.

Some of the cases supplied to him by the Inland Revenue Department were as follows:—

One private company made a profit of £75,000 in a year, paid dividends to the amount of only £3,000, and "lent" the two people in control £33,000 free of interest.

A second company (textile) made a profit of £66,000, paid £6,900 in dividends, and the controlling shareholders drew £19,000 by way of interest-free loan.

A third company (food supply) made £9000 profit, paid out £700 dividend, and made a loan to the controlling shareholders of £6000.

In all these cases the loans entirely escaped taxation at the special surtax rate.

It will thus be seen, observed the Chancellor that there exists a swift, sure, and easy means of avoiding taxation. That way has been freely advertised, and if the Government now withdraw you will give a warrant and charter from Parliament for its widespread adoption.

I am not ready to accept any amendment which in the slightest degree blunts the efficiency of the clause. The Government have gone to their limit.

The Chancellor contended that no injury had been done to any business conducted for *bona fide* commercial purposes during the past five years, so none could be done in future under the clause.

Moreover, it did not come into operation until next year, and if in the interval better ways could be devised for achieving the purpose of the Government he was ready to consider them.

The Chancellor intimated that the representative of the trade concerned in any particular case



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RAWALPINDI	16,619	20th Aug.	Marseilles & London
MOREA	10,953	3rd Sept.	Marseilles & London
DEVANHA	8,155	17th Sept.	M'los, L'don, A'werp & Hull
KHYBER	9,114	1st Oct.	M'los, L'don, A'werp & Hull
MALWA	10,086	15th Oct.	Marseilles & London
KASHMIR	8,955	29th Oct.	M'los, L'don, A'werp & Hull

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TANDA	6,956	2nd Sept.	Manila, Sandakan, Thurs.
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ARAFURA	6,000	28th Oct.	Sydney and Melbourne.

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TALAMBA	8,018	10th Aug.	S'hai, Kobe, Osaka & Yoko
MOREA	10,953	19th Aug.	Shanghai
NAPORE	5,283	30th Aug.	S'hai, M'oji, Kobe & Yoko
KHYBER	9,114	2nd Sept.	S'hai, M'oji, Kobe & Yoko
ST. ALBANS	4,500	6th Sept.	M'oji, Kobe, Osaka & Yoko
NYANZA	7,023	15th Sept.	Shanghai, M'oji & Kobe
MALWA	10,086	16th Sept.	S'hai, M'oji, Kobe & Yoko

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S.S. "MENTOR" ... via Suez Canal 28th Aug.

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STEAMERS

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TAIPEI 6th September 13th September

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TAIPEI 8th November 15th November

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MOTOR ACCIDENT.

CHINESE CHARGED WITH
MANSLAUGHTER.

Defended by Mr. M. K. Lo, the Chinese who jumped bail of \$5,000 in 1926 rather than face a charge of manslaughter, appeared before Mr. R. E. Lindsell yesterday, after having charged with the manslaughter of Yeung Sam-tai, a Chinese coolie, on the night of June 1, 1926.

Sub-Inspector Alexander of the Traffic Department prosecuted.

Evidence of the arrest of the defendant was given by a Chinese detective, who stated that he was sent to the Queen's Theatre, where he was told he could find defendant. He waited until the 9.20 performance was over on July 24, and arrested the defendant as he was leaving the theatre.

A Chinese detective who was sent out to the scene of the accident near the No. 7 Police Station was the next to give evidence. He said that when he arrived at the junction of Pokfulum Road and Queen's Road West he saw that a crowd had gathered around a motor car and that five injured men were groaning on the pavement. Of the injured men, three were able to sit up but the other two were lying prone across the footpath. He made arrangements to have the latter two shifted to the Government Civil Hospital. The next day this witness identified the body of one of these two men in the mortuary of the hospital.

Medical Evidence.

Owing to the fact that Dr. W. L. Patterson, who was Medical Officer at the Government Civil Hospital in 1926, is away from the Colony at present, Dr. D. J. Valentine went into the box and produced records made by Dr. Patterson regarding the *post mortem* examination of the deceased. Dr. Valentine said that from the records it would seem that the deceased died within twenty minutes of his admission to the hospital. In answer to Mr. Lo, witness stated that the injuries revealed by the *post mortem* was consistent with the theory that a very heavy car passed over the body of the deceased. The injuries, added the doctor, could have been caused either through being knocked down or crushed by a car.

The Police produced two photographs taken shortly after the accident to show the Court the exact locality in which the accident took place.

Mr. Lo pointed out that according to one of the photographs one section of Pokfulum Road was littered with rubbish and he asked the photographer whether he could say that rubbish was there at the time of the accident.

Inspector Alexander said that if information was required on that point he could produce a Chinese constable who was on duty on that spot on June 1, 1926.

Coolee's Evidence.

A Chinese coolie of no fixed abode said that he was one of the five men who were injured that night. They were sleeping opposite the junction of Pokfulum Road and Queen's Road West. At about 10.30 p.m. motor car No. 1249 ran into them. Witness was rolled over by the car which hurt

STEAMSHIP COMPETITION.

BETWEEN SINGAPORE AND
MALACCA.

At present there are several Chinese-owned vessels trading between Singapore, Muar, and Malacca and this number will be increased shortly when another vessel arrives from Hongkong for Chinese owners.

The Straits Steamship Company have hitherto carried the bulk of this trade and the increasing number of Chinese-owned vessels seems an effort to capture some of it on the part of local Chinese steamship owners.

On the run from Singapore to Muar there are at present three vessels, the Barratta and Karush being owned by the Hua Kuan S.S. Co., Ltd., their agents here being Messrs. Chin Hon. The Flevo, a vessel owned by Too Fieh Lye, has also been chartered by the Hua Kuan Company for the Muar run. Altogether the three vessels represent a total net tonnage of 303.

Two Chinese-owned vessels are on the Singapore-Malacca run, the Ban Teck Guan and the Sin Kiang Seng.

The former is a vessel of 123 tons net, owned by Teo Soon Lian, and the latter of 73 tons net, owned by Tan Eng Guan.

On the other hand, the Straits Steamship Co., having recently put the Larut on this service, now have five steamers on the run, the Kopai, Rengam, Larut, Calypso and Rompin—a total net tonnage of 1,107, which seems to ensure them a commanding lead over any competition for some time to come.

his right foot. The car did not stop but went straight on. When the police arrived later and offered to take witness to the hospital, witness refused to go.

Another coolie gave corroborative evidence and said the car passed over his chest. He was over a month in the hospital.

This witness could not say whether the car did or did not stop as he lost consciousness almost immediately after he was rolled over.

An Indian constable stated that he was near the junction of the two roads and was an eye witness of what took place. He said that the car appeared to him to be taking the corner at a fast speed.

Witness added that the car seemed to be out of the driver's control, otherwise he gave it as his opinion that the car, even at the speed it was going, could have negotiated the corner safely.

After the accident, the car did not stop but got on to the roadway and drove away in a westerly direction. Witness gave chase

CHINESE SHORTHAND.

PRACTICAL AND SIMPLE
SYSTEM.

The Chinese language receives a fresh impulse in the invention of a new system of Chinese Shorthand by Mr. Phillip Young, M. A. (Kansas). In a demonstration held some time last week at which some 80 people representing various educational, newspaper, and business organizations, were present, Mr. Young says the *Shanghai Times*, able to prove his system practicable, useful, and simple.

The system, as the author declares, is evolved as a result of more than ten years' study and experiments and it is now receiving the hearty endorsement from such authorities as Dr. Hu Shin, the eminent Chinese scholar, Mr. Y. W. Wang and Dr. Fong F. S. Lee, Editors of the Commercial Press, and scores of others.

Mr. Young is a native of Hangchow, graduated from Tsing Hua College in 1912 and went to America in the same year, entering the University of Kansas where he received the Master Degree.

During the World War, he went to France to help in the social work among the Chinese Labour Battalions.

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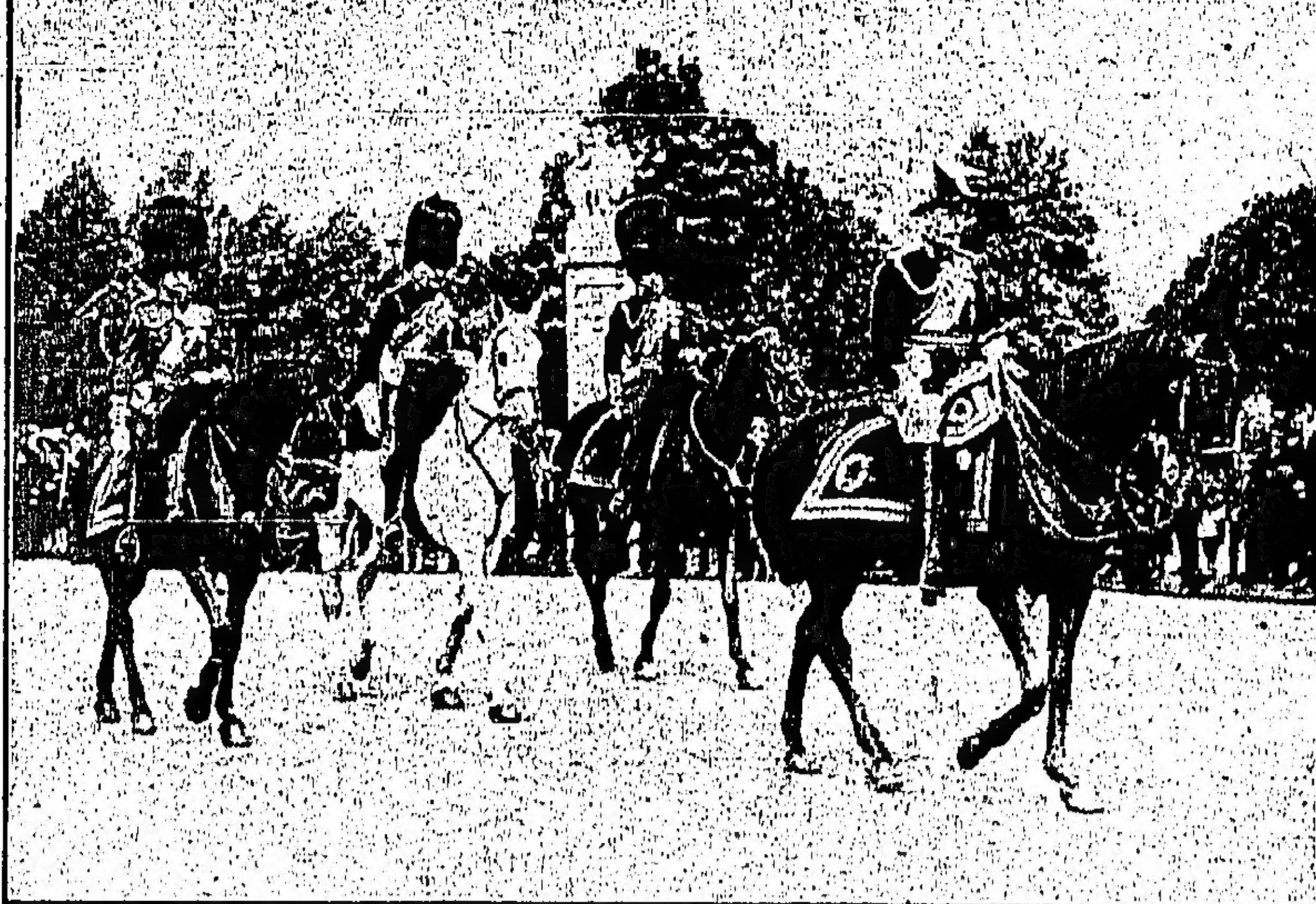
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Victoria, Hongkong.

STANDARDS FOR THE HOUSEHOLD CAVALRY.



His Majesty recently presented new standards to the Household Cavalry on Horse Guards Parade. The King is seen with the Prince of Wales, Duke of Connaught, and Prince Arthur of Connaught riding to the Horse Guard Parade.

THE GENEVA FAILURE
AFTERMATH.NO HARM BUT SOME GOOD
DONE.

NO NAVAL RACE LIKELY.

Paris, Aug. 5.

Mr. W. C. Bridgeman, on his way to London, interviewed by Reuter said the Geneva conference had certainly done no harm, and it was just as well so many different angles of the question of naval disarmament had been thoroughly explored.

He found the Japanese readiest to meet the British wishes.—*Reuter's*

Boise, Idaho, Aug. 5.

Mr. Borah, interviewed, said the United States should devote its attention to a revival of world armament limitation efforts, without attempting to assess the blame for the failure of the Geneva parley.

Anything in the nature of a naval race would be a disaster with world-wide consequences.

The burden of taxation under which all the peoples of the world were now bemoaning was bludgeoning the human family into a state of peonage.—*Reuter's American Service*.

Sir Hall Caine is an old friend

of mine. He was not present at the Walker-Milligan fight, I was, and I think if he had been there he would not have considered it a brutal exhibition. It was certainly an exhibition of very great courage. I consider that every public exhibition of courage is a good thing.

"If I did not hold that view I should not have attended. It is left to the audience and the referee at such exhibitions to see that there is no brutality, and I saw no brutality at all. If that fight had been stopped earlier I think Milligan would have had a grievance, because I have seen many a fight pulled out of the fire.

Major C. Willson fined the men

\$2 each, this morning, and bound them over in a personal bond of \$25 each, to be of good behaviour for three months.

STOLEN PLIERS.

THEFT FROM H.M.S.
FOXGLOVE.

A Chinese, who pleaded guilty to stealing a pair of pliers from H.M.S. Foxglove when the vessel was undergoing repairs in Takkoo Docks about a month ago, was sentenced to three weeks' hard labour by Mr. R. E. Lindsell this morning.

Asked by the Magistrate how the man found his way on board the battleship, Sub-Inspector MacDonald stated that the man was amongst a number of workmen employed to do sundry repairing jobs on the boat. The pliers bore a certain mark which were known only to the crew of the Foxglove.

The man who took the pliers to the pawnshop was fined \$10 for receiving stolen property.

A resolution was passed at a further conference on auction bridge at the Portland Club asking all bridge players to adopt "majority calling" until October 31. Clubs and bridge playing circles are asked to report to the Portland Club on or before that date giving their views of the trial. "Majority calling" means that a bid of greater number of odd tricks ranks higher than a bid of less number. For instance, "three clubs" overbids "two no trumps."

IS BOXING BRUTAL?

SIR A. CONAN DOYLE'S REPLY
TO SIR HALL CAINE.

The Walker-Milligan fight, and the punishment Milligan took towards the end, has led Sir Hall Caine to characterize boxing contests as "gross exhibitions of merciless savagery and of loathing trafficking in human suffering."

Sir Arthur Conan Doyle, who wrote "Rodney Stone," takes a very different view. "Boxing," he said to an interviewer, "is a noble sport—the grandest sport in the country. I would have it taught to every man, though Sir Hall Caine is a little too old to learn now."

"Boxing is no more brutal than Rugby football or any other manly sport. So long as there is such a thing as war in the world we have to encourage courage as a great virtue—a thing upon which the whole safety of a nation may depend. I think every public exhibition of courage is a good thing.

When we get into the land of angels we shall not need such things, but in this world we have to keep up our nerve and courage, and boxing and playing manly games are ways in which we can do it."

"Sir Hall Caine is an old friend of mine. He was not present at the Walker-Milligan fight, I was, and I think if he had been there he would not have considered it a brutal exhibition. It was certainly an exhibition of very great courage. I consider that every public exhibition of courage is a good thing.

"If I did not hold that view I should not have attended. It is left to the audience and the referee at such exhibitions to see that there is no brutality, and I saw no brutality at all. If that fight had been stopped earlier I think Milligan would have had a grievance, because I have seen many a fight pulled out of the fire.

Major C. Willson fined the men

\$2 each, this morning, and bound them over in a personal bond of \$25 each, to be of good behaviour for three months.

EPIDEMIC OF FEMALE
SUICIDES.EXTRAORDINARY STATISTICS
FROM VIENNA.

Vienna—According to newly published statistics, 247 suicides and 870 attempts at suicide were committed in 1926 by Viennese who had not yet reached their thirtieth year. A quarter of those persons were not even twenty years old, and two-thirds of those were girls. It has been ascertained that every three hundred Viennese women between the ages of sixteen and twenty either committed suicide or attempted it. There are cases of melancholia, unhappy love, family conflicts, and frequently economic reasons. The other day a servant girl of scarcely fifteen left a letter to her mistress asking her forgiveness for using up so much gas in committing suicide, which she did because she had forgotten to give the dog his meal.

Tenders are being called for the making of improvements and alterations to Taipo Market Station.

HOW MUCH DO YOU KNOW?

The following are the replies to to-day's questions:

1. James 1, 2. From Calicut in India, whence it was originally imported; 3. New

4, 5. Over twenty years, with 20,000 men

working; 6. An African quadruped of the baboon family; 7. A bird with a crest on the head; 8. Xanthippe; 9. G. 4ins.; 10. Earl of Darley; 11. Buckingham Palace, by Nash; 12. In the

church of St. Paul's, London; 13. Atropo-

14. Buckingham Palace, by Nash; 15. In the

church of St. Paul's, London; 16. Catherine Parr; 17. Botticelli.

HUNDRED MILES AN
HOUR.LOCOMOTIVE SPEED AND
POWER.

FIGURES EXPLAINED.

For some time past the Great

Western, the London and North-
Eastern, and the London, Midland and

Scottish Railways have each

claimed to possess the most power-

ful express engine in the Kingdom,

and now the Great Western comes

forward with yet another claimant,

in the shape of the "King George

V.", which underwent "her" first

trials last week, states a writer in

a Home paper in mail week.

The layman has probably been

puzzled by these claims, but the ex-

planation is easy. One method of

calculating the power of a locomotive

is by means of its "tractive force,"

which is determined by a formula

analogous with that used in

establishing the taxable h.p. of a

motor-car. But an engine which

exceeds a rival so far as tractive

force is concerned may itself be

surpassed in the matter of size,

weight, boiler dimensions, or haul-

age capacity. Hence the Great

western "Castle," the Southern

"Lord Nelsons," and the London

and North-Eastern "Pacifics" can all

make out a valid claim. Which is

actually the most powerful is al-

most impossible to determine.

Tests have been made, but as these

involve the running of a locomotive

on a "foreign" railway, where the

driver is handicapped by im-

perfect knowledge of the signals

and other characteristics of the

"road," the results have been inter-

esting rather than conclusive.

Enthusiasts have declared the

"King George V." to be capable of

hauling a heavy train at a hundred

miles an hour, which is nonsense.

An immense amount of nonsense

has, in fact, been written concerning

high railway speeds, and the

truth is that on the one hand no-

body knows the maximum speed

which a locomotive can attain,

while on the other hand, it would

be unsafe to try to find out in

practice. Curves, junctions, and

speed restrictions on certain sec-

tions of line make it impossible to

"let out" an engine as a racing track.

Suspicious Claims.